

Trail Rider

MAGAZINE



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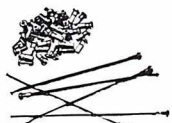
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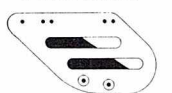
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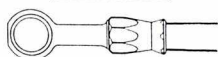


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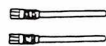
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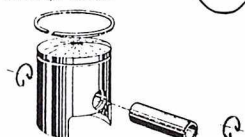
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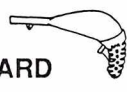
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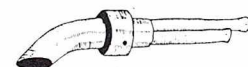


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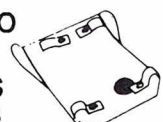
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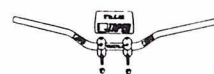
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On the cover: Eric Cleveland brought pride to an otherwise discouraging American ISDE trip, by busting out into the lead of the final day's first moto in Italy. Seeing that skunk helmet out front was like watching the wild stallions run in Nevada; made us feel good to be from the U.S. of A. Thanks, Eric. Photo by Bossman.

**November 1997
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Warning: Motorcycle riding, hare scrambling, enduro riding and trail riding are all inherently dangerous, and unless you've already accepted the fact that you could get hurt easily doing anything illustrated in this book we'd hesitate to recommend that you try it. If you do, wear all protective gear, including a helmet, gloves, heavy boots, knee guards and anything else you can find. And if you're wondering when we're going to change this disclaimer, read the top part again. It says it all, doesn't it? There ain't nothin' we can add, except "Goodnight."

A Little Knowledge:

Subscriptions: Subscriptions are available from Trail Rider Magazine, P.O. Box 217, Granville, MA 01034, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$25 yearly, in U.S. funds. We're not selling overseas subscriptions any more. We don't have a Visa & Mastercard merchant's account, so we can't sell by credit card, and neither are we set up to "bill you" for a subscription. The only way to get it is send in a check, cash or money order, and we'll do the rest.

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Address Changes: If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines, if you tell them to, but they don't do it in a hurry.

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Contributors: We pay \$30 a page for copy, and \$8 each for black and white photos, but we don't print just anything that comes in. Call us and we'll talk about it.

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LAST OVER



By Paul Clipper

The C Class Won't Have Me

Lately, every now and then I suddenly stop and wonder why, really why, I quit riding enduros many years ago. I know the answer; it comes to me right away. I stopped "chasing points" over 13 years ago to give myself more time to raise a family and get a business off the ground. That's all, there wasn't anything really dramatic about it, no "injury forces sale" and left-hand scrawled and sent in to the local Pennysaver.

Although sometimes I just wonder for a second.

You see, this year I pledged to ride an enduro series again, just to see if I could do it. This grand idea came about last year after a successful fun ride at the Black and Blue enduro, where a series of fortunate accidents resulted in me having a grand day and actually enjoying having the hell beat out of me for seven hours. I decided to ride the NETRA enduro series, since I like riding in the rocks, and I'm up here anyhow. That little line about liking riding in the rocks is the part that's likely to have me committed some day.

The first two enduros of the year were a wash. I wasn't ready for the Monahan, but I rode it anyhow and didn't finish. It was a real confidence booster, but when I got to the New England Championship enduro I knew I'd have a better time. After all, isn't it one of the easiest on the NETRA schedule? "Fund, rideable trails, less rocks than last year?" I finished last in the class, and by now was seriously doubting my continued ability to ride a motorcycle at all, let alone compete off road. Other B class riders were taking up a petition to have me bumped back to C, just to spare them any more embarrassment. Clearly, something had to be done.

The first thing that had to go was the bike. It can't be me, it must be the bike, right? So I took the logical path of going back to the bike I had such a good time in the Black and Blue with. It's a Husaberg 400, and it had spent the last six months as the whipping boy in the back room at KTM. It needed some work, but now it was a race bike, and you have to expect that sort of thing. The suspension parts were tuned last year by Enduro Experts, so they came off and went back for freshening, and the rest of the bike was stripped and buffed back into condition. Well, almost...time ran out a few days before the Tri-State—other obligations kept me away from the Rhody—and I quickly slapped the bike back together and roared down to Sutton with it, and did fairly well. Went from dead last at the events to tying for the win in the class. Now this was

more like it!

I didn't recognize the signs early enough. You try and you try, and you accidentally do good in one race, and you come down with a malady known as Trophy Fever. It's been years since I was infected last, but I know I was suffering from full-blown TF after Tri-State. You'll probably recognize the symptoms in what I have left to tell you.

Right after the race, the bike was torn down again, this time with the intention of getting it right—which means working perfectly and looking good...two conditions that are usually mutually exclusive once you start racing. In my enthusiasm, I would tear the bike all apart with no regard for the fact that a: I had no time to work on the bike, and b: I had no money for parts. Trust me, it happens some times, even in the high-dollar world of publishing moguls like myself.

So I would labor away on my daily work with the Husaberg sitting in a wet heap in the barn, and then a few days before the next event lash it all back together with pretty much the same parts that came off it. It never looked any better, but I was getting more familiar with all it's little nooks, crannies, and four millimeter Allen-head screws. Which I hope will come in handy one day.

The next event was the Berkshire Mudslinger, and I was ready. I was all fired up from the Tri-State fortune, and took off like a banshee at the Mudslinger, which was, after all, being run on my local trails. I had it in the bag, even if I was riding on the same minute as Bob Foster, a major rival in the class. Tommy Norton was also on the minute, so what could possibly go wrong?

Well now, let's see...how about not paying attention when the trail turned down hill, and losing the front tire on some roots, and catapulting into a nose-dive that purpled my left side and rang my bell so hard I was seeing round out of one eye and square out of the other? The one thing I had going for me was that the crash punched out my red taillight lens, which was now blinding everyone behind every time I stepped on the brake. Legal bike? You betcha!

Foster got in front of me, but I caught back up and soon passed him in my fever. I actually nipped him by a few seconds at the check-out, and then picked up a full minute on him at the next check. Hallelujah! I was on my way!

I charged into the next section full of fire and brimstone, until I attacked the stupidest line I could pick on the ledges—a spot I'd visited before on my dual sport bike and managed to break something—and in the ensuing dump I snapped off the tip of the shift lever and neatly punched the rest of it into the clutch cover hard enough to crack a hole in it. I didn't even want to know what a Husaberg clutch cover cost, and at the moment I was faced with the prospect of trying to save my lead on a bike stuck in one gear. Do you have any idea how stupid you can feel trying to race a bike that's jammed in first gear?

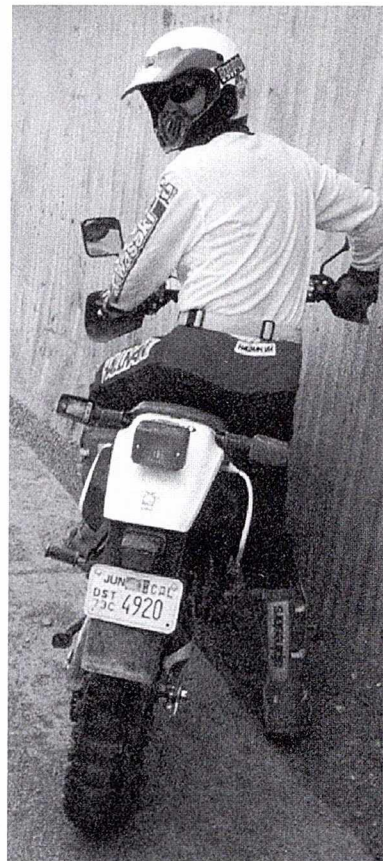
All I knew is I wanted a check-out as quickly as possible...hopefully in the next hundred yards, but it was not to be. After a couple of miles of extreme over-revving, I reached down and managed to hand-shift the stump into second. What a difference. Now I could almost go fast enough, and only felt half as stupid revving this big four-stroke.

The trail opened up a bit and I figured third would be the ticket, so I clawed back down there until I pulled it up into third—and it was just about all the gear I needed. Got to where I was roosting along pretty good, but then suddenly the trail became tight again, and I was stuck in third with not nearly enough torque. I wrestled and clawed the beast, still hoping for a check-out, until Bob passed me and I had to try to get it into second, which I did fairly easily, but once again by hand. If I could just stay with him I'd...

I gave up a point to him by the time we got to the gas; a point and many seconds. We could have quit right there, and Bob predicted it when he said

"I'm leaving as soon as I can, I don't want to hour out...." But you never really know these things ahead of time, and I left after I found an aluminum Yamaha shift lever in Tommy Norton's tool box. It didn't fit—it was too small—but it fit fairly snugly after I hammered it on with a 22-ounce Estwing hammer I also found in the box.

The rest of the story is just too ugly. They checked us into a 25-mile long section that was guaranteed to hour us out, and though the shifter did great for a while, it finally fell off when the going got tightest and I was once again stuck in third. I watched the computer roll over my hour to the smell of a toasted clutch while oil dribbled on my left boot. And I wondered if it was really lack of time that turned me away from enduros, or was it just the last remaining traces of common sense? □



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EASTERN NEWS

Delaware Showdown

The Delaware National Enduro, set for the 26th of October, will only be a showdown for positions second and lower, considering the above, and also considering the AMA National series. Richard has a good chance of displacing his brother Jack in the standings, but Hoess doesn't even have to be there. Likewise, Mike Lafferty needn't attend to assure his national championship, but he plans to ride to try to score the win in front of the home town crowd. There will be a battle of honor going on as well, as Matt Stavish of Minnesota plans to ride to hold onto his second place standings over Randy Hawkins. Hopefully Randy will be there as well, but we weren't able to contact him before going to press. Oh, and our weather prediction for Delaware this year? Clear skies, sunny and cool, and dry!

Exotic Rides

Are you planning on traveling to a riding destination this winter or spring? Maybe next summer? If so, you should call Lotus Tours and learn more about their tours for the coming season. Lotus has long been offering road bike tours to exotic locations, and this year they've put together a "Doing it in the Dirt" series of rides. Unfortunately, the earliest tour is set to leave November 8, so you would have to really hustle to make it, but it is scheduled to be a two-week tour of Peru, from the arid coast to the Amazon jungle. Following this, on December sixth, starts an eight-day tour of Ecuador, including the Andes and the Amazon jungle once again, and on February 10th begins a tour of Morocco, North Africa. If you want a little more road, Lotus can hook you up with

Hoess Wins ECEA Title

Fred Hoess took the overall at the ECEA Southern Tier enduro in Webb Mills, New York, and in doing so he wrapped up the ECEA points battle for the 1997 season. The ECEA year ends with Fred chalking up seven wins during the season, including the season opening Sandy Lane, the Greenbrier, Ridge Run enduro, Foggy Mountain, Green Marble and Speedsville, and the Southern Tier. Second place in the series so far, with Delaware yet to be run, is Jack Lafferty Jr., multi-time ECEA champion himself. Jack has put together the longest string of second place finishes in the history of enduro riding, and came to his second place standing without a single win this year, the same as in 1996. Never let it be said that Jack Jr. isn't consistent! Richard Lafferty is currently in third place for the year, with four wins and 167 points. Hoess has 209 points so far, while Jack Jr. holds 172 points. Congratulations to Fred, after years of trying!



trips to India, Vietnam, Israel and Egypt, and destinations in Europe. All adventure tours include tour guides, motorcycle, maps, back-up van, hotels and meals, and they are known to seek out unusual and elegant places to overnight, like castles, monasteries and the like. It all sounds wonderful to us, and you can find out more by contacting Lotus at (312)951-0031.

Moon Revs

Here's a product just right for NETRA hare scrambles riders. White Bros has a replacement CDI ignition unit for the Honda XR400 that ups the rev limit to 10,700 rpm and changes the advance curve to match. Now, when you really want your XR to rev to the moon, you can do it! Installation only takes unplugging the stock CDI box and plugging the WB unit in, nothing could be simpler. The suggested retail on the Flashpoint XR400 Rev Kit is \$284.95, and you can learn more by contacting White Bros at (714)692-3404.

Last Scrambles

The last ECEA hare scrambles of the season promises to be an outrageous event. Hosted by the Meteor Motorcycle Club, it

will be held at the same location MMC used last year, in Manahawkin, New Jersey. This area offers plenty of high-speed sand pit action, as well as tight woods sections on the perimeter that will showcase the specific talents of enduro riders. It's called the New Jersey State Championship Hare Scrambles, and it's on November 23rd. They want to show the world that they're serious about this event and location, permission for which was hard-won by long negotiations with Stafford Township, NJ, and to do that they are guaranteeing a \$1000 cash purse to the overall winner. Depending on attendance and participation of last-minute sponsors, they hope to offer a generous payback to second and third overall, or possibly class winners. Also, the \$5 gate admission fee will be donated directly to Toys for Tots, and a contribution to the Stafford Township P.A.L. is also being discussed. The start area will be arrowed from Garden State Parkway exit 63, at Route 72 (west). It will be a great event, and you should plan to attend. For more information, call (609)494-1321.

New Tracks at NJORVP

Stopped by the New Jersey ORV Park this past weekend of September 27-28 to see another massive work week taking place, as Bill Layton and all the volunteers for NJORVP completely re-worked the various tracks on the site. Without a doubt the most awesome is a brand-new motocross track that is totally different from what was there before, with more jumps and corners, and a completely different surface over much of the course. The crews actually brought in dirt from outside to mix with the sandy gravel that makes up the base soil on the site. Also, the PeeWee track was redesigned and graded, and a new mini motocross track was constructed next to it, so the kids now have two tracks to try their skills on. The four-wheeler track was also redesigned, and 1,000 trees were planted while the landscaping was spruced up. Dozens of volunteers helped out, and local

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businesses donated machinery and manpower, but the man behind all the motivation is undoubtedly Bill Layton, who is basically working miracles in a largely thankless job (after all this work, the first person who rides there will probably complain about something, right?). If you use the Park, and you meet Bill or see him on site, make sure you let him know you appreciate all his work. Without people like him, good things like the NJORVP would never happen. The NJORVP is located outside of Chatsworth, NJ, off Savoy Road, and memberships are available at all local motorcycle shops.

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA) P.O. Box 478 Ellington, CT 06029 (860)875-5757 East Coast Enduro Association (ECEA) RD 4, Box 5671 Jonestown, PA 17038 (717)865-0601 Vermont Trail Riders Ass. (VETRA) P.O. Box 136 South Pomfret, VT 05067 Pennsylvania Trail Riders Association (PATRA) Box 77 Thomasville, PA 17364 Racer Productions (AMA GNCC Series) Route 7, Box 459 Morgantown, WV 26505 (304)284-0084 Budds Creek MX/H.S. (301)475-2000	AMA P.O. Box 6114 Westerville, OH 43081 (614)891-2425 New York Trail Rider Alliance, NYTRA New England-New York Coalition, NENYC 8 Komar Drive Charlton, NY 12019 New Jersey Trails Conservancy (NJTC) 1799 Route 38 Mt. Holly, NJ 08060 District 6 Sports Ass. P.O. Box 554 Lebanon, PA 17042 (717)272-6896 SETRA 5165 Thompson Mill Rd. Lithonia, GA 30038 Blue Ribbon Coalition P.O. Box 5449 Pocatello, ID 83202 (208)237-1557
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More Spikes

Kevin's Cycle sent us a note letting us know that they will once again be "spiking" tires for the 1998 winter season. They have found a new carbide spike that is very, very similar to—dare we say it—the Trelleborg spike, and are plugging them into the IRC Vulcanduro tires, for a retail price of \$169.95 for fronts, and \$179.95 for rears. They also carry Trelleborgs and other studded tires, call them for more details at (508)285-4342. Next month we expect to have a feature story showing a cross-section of all the spiked tires available locally, so look for that in the December issue.

More Reeds

Moto Tassinari in New Hampshire sent us a note letting us know that they now have their V-Force reed block to fit KTM's, Kawasaki KDXes and the Honda CR500. The V-Force uses a double reed block design that they say offers greater flow and faster response time. We've tried them, and we agree that they offer advantages over the stock reed setup, at least on the KTM block we tried. The V-Force Delta retails for \$148 ready to go, call them at (603)298-6646 for more information.

Good Job on the Trails

NETRA Vice-President Mike Stone reports that work on the trails in the Berkshire area state forests has gone well this year, with NETRA on track to satisfy all the work requirements set down by the Massachusetts D.E. M. after last year's "trail ban." The NETRA clubs that signed a Memorandum of Agreement with the DEM

to supply 400 man-hours of work in each state forest open for riding has resulted in trail in much better conditions, and in at least some state forests the opening of new trails and resurrection of trails that were neglected and closed. Pittsfield State Forest leads the pack, with 525 hours of work, while October Mountain, Savoy, Tolland and Beartown State Forests close behind, and meeting the 400 hour rule. A final work party for this year is set for October 26th, and there's a slim chance this magazine will reach you by then, but if so please try to get out and help them meet our obligations for '97. The group will meet at Beartown State Forest headquarters at 9 a.m. on the 26th, call the NETRA office if you need more information, or Mike Stone directly at (800)999-2003.

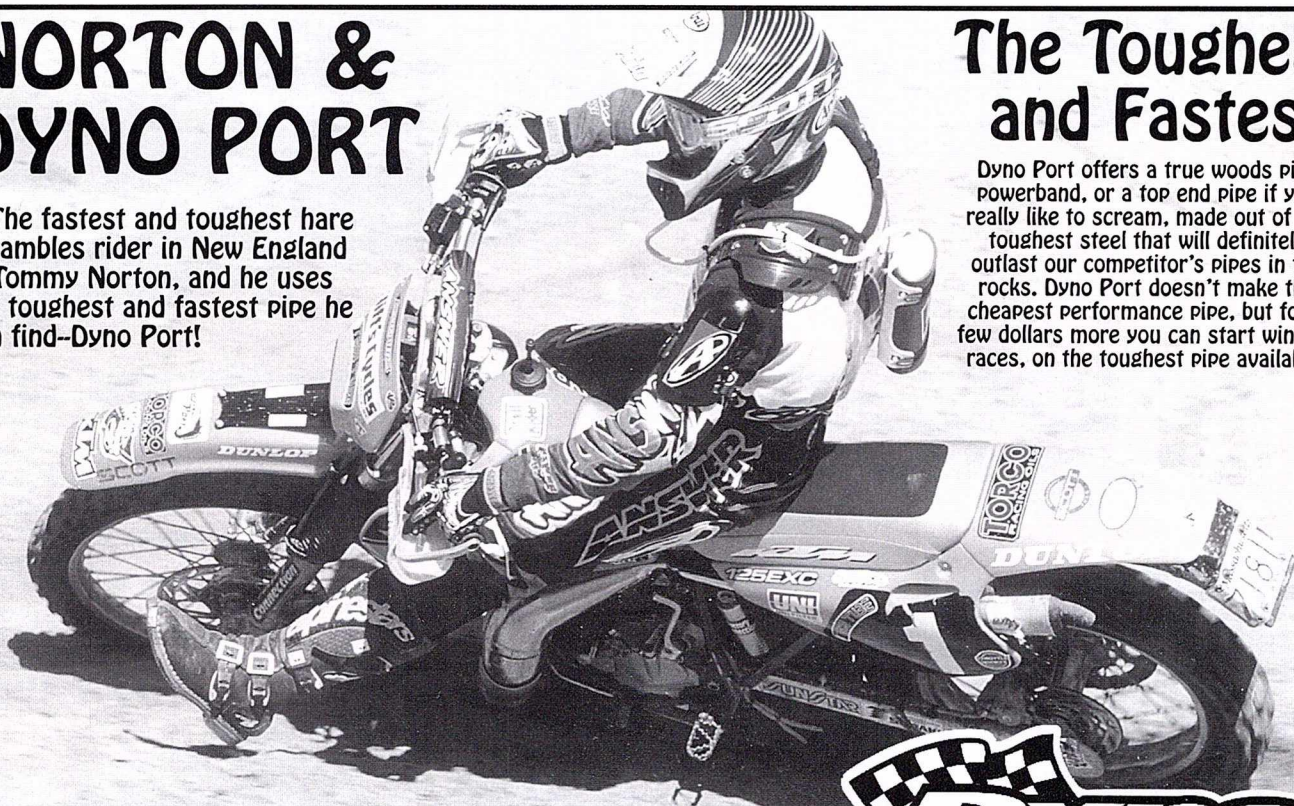
Mike tells us we will still need plenty of help to meet obligations next year, so NETRA members are encouraged to not get lazy this winter and plan of helping clear and clear trail for the '98 season. With all the trails gained for western Mass. enduros and turkey runs, it should be easy to justify a couple of days of work. Nobody likes the trail ban, but this is making the best of a bad situation, and it's working well! □

Where To Ride

11/1 Jack Frost Junior Enduro	Winchendon MA
11/1 Nervous Novice Parent/Child Ride	Winchendon MA
11/2 Black & Blue Enduro	Stafford CT
11/2 MCI Hare Scrambles	Warren Grove, NJ
11/9 CDR Hare Scrambles	South Jersey
11/9 Lembo Lake II H.S.	Modena NY
11/16 Meteor Dual Sport	South Jersey
11/23 ECEA Hare Scrambles	Manahawkin, NJ
11/28 AMA Nat. D.S.	Los Angeles, CA

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KTM U.S. Race Team

Champion Michael Lafferty secures the national #1 plate by winning the AMA National Championship Enduro Series in short order. Five overall wins and two second finishes launched Mike and his KTM 250 E/XC to the top of the enduro world!

Drummond Island, MI round 7 of 9 in the '97 National Enduro Series: Mike achieves his fifth overall victory of the season; secures the Championship and joins the ranks of KTM's dynasty of international enduro champions. Welcome to the top, Mike!

Also, congratulations Shane Watts who, continuing KTM's championship reign, won the 1997 Reliability Enduro Championship and the World 125 Enduro Championship! Both on a new '98 KTM 125 E/XC!

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Race Team this season...*

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Dirt Track

Kevin Varnes, Georgie Price IV

Desert

Nick Pearson, Jim Gray, Russell Pearson

Motocross

Lance Smail, Keith Bowen

Enduro

Michael Lafferty

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THE REST of the WORLD



Illinois ORV Registration Program

Illinois Governor Jim Edgar has signed legislation that will create the state's first off-road vehicle (ORV) registration program and trail fund, similar to California's successful "Green Sticker" program, reports the American Motorcyclist Association (AMA). The new law will create a special fund to allow Illinois counties and not-for-profit groups to expand that state's off-highway riding opportunities. The fund will be supported by an ORV titling and registration program, with part of the fees going to the Department of Natural Resources. The department, working with a committee of trail bike and ATV enthusiasts, will provide grants for groups wishing to develop trail-riding opportunities. At a later date, maybe we'll get Charlie to comment on this, since he's an Illinois resident.

Visit Idaho

We received a package of information from Wallace, Idaho, without much explanatory text, other than getting the point across that this region of Idaho is a great place to ride and recreate. Way too much information to try to sift through here, but if you contact them you might be able to get a package of your own, and maybe plan to make Idaho a destination for next summer. We've ridden in the Great Potatoes state, and love it. Contact Silver Country, P.O. Box 889, Wallace, ID 83873, or call (208)752-2501. A Web site you can try is .

Gimme Shelter II

You've seen them at events, we know it. The E-Z Up instant shelter has taken over the portable shelter market in the last decade, and with good reason. The E-Z Up is about the fastest shelter you can bring to the races, short of a Winnebago. What you might not know is the vast array of sizes and styles available from the E-Z Up folks, including the top of the line Eclipse, the Encore, the Dome and the Express. Within these models they cover seven different sizes, so you can find one to do just about anything you want, other than cover your house. Once you've used one, you'll wonder how you survived without it. Best thing to do is give them a call and ask for a complete brochure, and tell them Trail Rider told you about it. 1-800-45-SHADE.

Anti-Bottom

DeVol racing has released its Magnum Anti-Bottoming System to the general public. Up until very recently, the MABS has been available only to factory riders, but now you can have it installed in your own forks. What it does is completely eliminate that bone-jarring CLANK when you hit a big G-out wrong and the forks bottom, metal-to-metal. With the MABS, you can eliminate the hard bottoming without having to do it with stiffer springs or more compression damping (which just messes up your bike's response on the little bumps). It will only cost you \$99.99, and to find out more we'd suggest you call DeVol at (360)825-2106.



Flash Jak

HRP sent us a news release about their Flash Jak chest protector. We figured it was just another chest protector with clear body panels and chrome shoulder protectors, but they are more than that. The body panels are made out of GE Lexan, for example, the same thing you're using for goggle lenses. Clear? Don't ask. The shoulder pads are made from Duralux, with sub-surface chrome plating that they claim will never flake, chip or crack, held off your body with shoulder netting and Nitrolyte padding. Best of all, the Flash Jak is available in sizes to fit everyone from PeeWees to Paul Bunyon. Call them for more information than this, at 1-800-FLAK-JAK.

Arai Web Site

Arai Helmets has a new Web site, where you can browse through all their new helmet designs without getting fingerprints on them. If you've got a computer hooked up to the Internet, check it out at . Failing that, call them at (904)253-5100 and ask for a brochure.

US Loses Motocross des Nations

It had to happen, eventually, and this year it did. Bad luck, bad conditions, and an ailing machine put the team of Jeff Emig, John Dowd, and Steve Lamson into a distant eighth place finish by the end of the event. You can read all about it in Cycle News or any of the other mags that cover motocross.



Six Days Stuff

We could easily print many more hundreds of words about what happened in this year's ISDE, but you can read a lot of it starting on page 10 of this issue. News releases since then jog our memory, though, and KTM faxed a note reminding us that every class at the 1997 ISDE was won by a KTM. Overall, they had a very impressive number of machines finish, most all of them the new '98 models. Maybe there were a lot of Swedes, or we were just sensitive to it, but there were also a lot of Husabergs entered in the event, muffled down to where they didn't even sound like Husabergs. There were quite a lot of Huskys over there as well, believe it or not, testimony to the fact that they are built very close by the Six Days' host town. Read about the ISDE in this issue, and then you can read Charlie Williams' "take" on the event in next month's issue. It should be...umm...interesting, at least. We can't wait.

Bernardo Wins Vegas-Reno

We covered the inaugural running of the Vegas to Reno race a couple of years back. It was a madcap dash between Las Vegas and Reno--The Biggest Little City in the World--of some 545 miles and untold adventures along the way. This is one day, point-to-point, 545 miles, mind you. Well, this year the Team Green team of Donnie Book and Dave Ondas took the overall win and the Open Pro class win, but that's not the main story for us. As it turns out, Jerry Bernardo put together a three man team and won the Open Expert class going away. They beat the second place Open Expert team by something like 24 minutes, with a trouble-free ride aboard a Honda XR600.

Who were the members of this auspicious team? Jerry Bernardo, his neighbor and riding pal Kris Keefer, and the East Coast's own Chris Smith. Bernardo and Smith kept in the spirit of Team Cosa Nostra, born at the Acerbis Peru Rally last year, and Bernardo apparently sent Chris a plane ticket for this ride (frequent flyer--what, do you think he's made of money?). It worked out well for them all, and now they're rich beyond their dreams and living in Beverly Hills...wait, no, we take that back, that's the cast of Friends.

Other interesting notes from the Vegas to Reno reveal that retired off-road star Larry Roeseler slung a leg over a big Kaw and won the Ironman Expert class overall, as well as being the first Expert rider to finish in Reno. That's 545 miles riding alone, just about 12 hours on the bike. Just in case you were wondering if Larry still had it in him....

Baja Bound

Here's a new tour service to take you down to Baja. Baja Bound has an illustrated brochure that explains it all, but they're basically a fully-equipped guide service with all the usual amenities. Get in touch with them at 991 Lomas Santa Fe Drive C-467, Solana Beach, CA 92075. Call (619)755-7599, or you can send e-mail to bajabound1@aol.com. □

ISDE '97

Little victories in the midst of a large effort

by Paul Clipper

Lumezzane, Italy 8/19-24

I did no research before this year's Six Day. I have notes somewhere; notes going back to 1968 or so, but I couldn't find them. Sheaves of ancient history, with names like Don Cutler, Carl Cranke, Dane Leimbach; even later to Barry Higgins, Kevin LaVoie, Larry Roeseler. I have records for the past few years, and I didn't bother to look them up. We even had a podium finish last year—second place for our Trophy Team. A few years ago our Junior Trophy team won the overall in their classification, and last year the Daytona Dirt Riders were the top club team in the world.

This is all a Very Big Deal, but I'm beginning

to wonder to whom. Oh sure, I care, and Charlie cares; and you, the person who actually is reading this appears to care, but is that it? Have we finally weeded down our network of enthusiasts to the point that we're just preaching to the choir here? It's hard to believe, but in a country approaching 300 million people it's possible that only a few thousand of us even know what the initials ISDE stand for.

I could go on, but to do so would border on complaining. Truth is, there are about 200 people who care enough about the Six Days to spend their savings, go into hock, pay their own way, and head on over to Italy this year just to take another shot at the title. If you win this event, you're the best enduro rider in the world; and part of the best enduro riding team in the world. To us, this is a big deal; this is, in fact, the Biggest Deal, so we're going to forget now about the Supercross series and how many things Jeremy has pierced, we're going to forget about the GNCC series and how it's taking over the world, we're going to put all our local races on the back burner, and for a short time we're going to immerse ourselves in the Olympics of Motorcycling.

And then we can all go back to what we were doing a little while ago, okay?

An Inauspicious Beginning

When we arrived in Lumezzane, the town hosting the event, the big question wasn't who was going to win, but when were the bikes going to get there. The Ride To Win organization had made arrangements to provide space on a shipping container for all who wanted it. It was a good deal; pay something like \$450 and deliver a crate to RTW, and they would make sure it was on the container and ready and waiting for you in Italy when you arrived. The trouble came when the container wasn't shipped early enough to get to northern Italy with any time to spare.

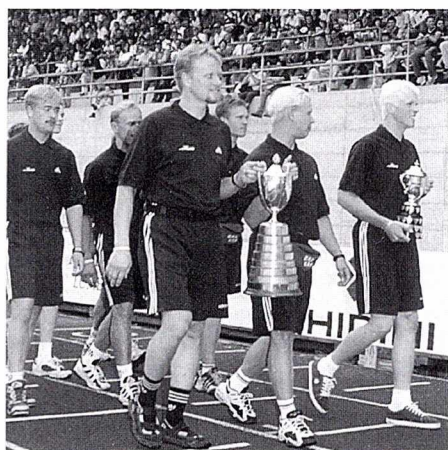
When we arrived, on Friday, the 15th of August, there was no sign of the container, although there was much speculation that it was sitting in a warehouse in Milano, stuck in



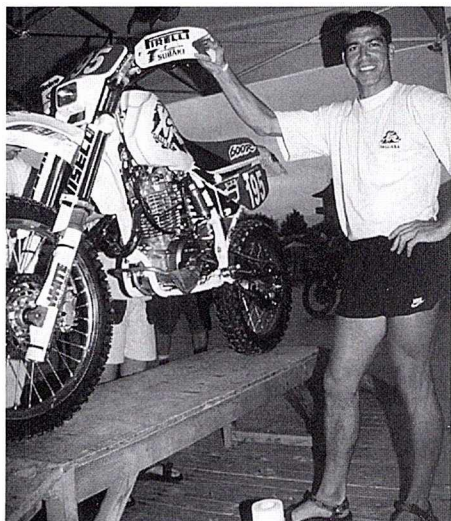
Giovanni Sala, Fastestmanalive.



Rodney Smith, local hero, best Yankee.



Last year's victorious Finnish team, parading in with the World Trophy and Junior Trophy.



The satisfaction of a job well done. After working all day on his XR600, Scott Summers finally makes impound, with a bike that will die the next day.



Gio Sala hams it up before opening ceremonies. All the pressure was on this guy, and he beat them all.



Randy Hawkins gets one last lecture before starting day one. "Get them lights working, son!"

Italian customs. Unfortunately, Friday was a national holiday, and no one was working. It was like looking for a shipped package on Labor Day weekend twenty years ago, but the American team gained very valuable help when Franco Acerbis, the owner of the well-known Acerbis Plastica, jumped into the fray and put one of his best men on tracking the errant container. Tino Rosti is a veteran of all three iterations of the Nevada Rally, the Incas Rally, and a prime player in World War Two (the other side, mind you), and he also had a friend in the train business. Tino went to work, and found out that the container was not in Milan, it was on a train somewhere; and though the train had begun in Rotterdam, Holland, quite a few days back, it had yet to even hit Italian soil.

This was all high drama for the next four days, but suffice it to say that by Sunday night everyone was reluctantly giving up on seeing the container on time, and making other arrangements for bikes. All the members of the Junior Trophy team—Mike Lafferty, Sam Buffa, Brian Garrahan, and Scott Stretch, already had bikes, since they had arranged to rent them from KTM well before the trip. Some other riders had brought bikes over in their luggage, so they were set, and others, like Trophy rider Chris Smith and his brother Drew, had arranged to rent TMs for the ride. The most conspicuous riders missing bikes were the remaining members of the trophy team, who set about buying, renting or borrowing bikes for the ordeal to come. Once again, Acerbis came to at least a partial rescue, giving up a KX250, an RM250, and an XR600—all brand new—for the use of the Trophy Team members.

Hugh Fleming of the AMA had already gone to work, winning an extension of time for the Americans to impound their bikes. Instead of having to have them in impound before opening ceremonies, now the Americans could



Ty Davis, hooked up but not raging.

impound up until 8:30 p.m. on Monday night, the night before the start.

Monday morning, after the long holiday weekend, dawned like a new era, without a doubt. The container had finally arrived in Milano during the night, and by ten o'clock that morning it was on its way to Lumezzane. When it arrived on site the panic began. The first crane that arrived wasn't big enough to pull the container off the truck, so as another one was found the Americans started unloading crates by hand, and as soon as the crates were off they were opened and work began on the contents. Everybody had varying amounts of work to do, from Jeff Fredette—on his 17th Six Days—having to put on stickers, to Randy Hawkins having to replace his head gasket and freshen everything else on the bike, to Scott Summers having five solid hours of prep work to do. Also, since the American plight had been on the news all week, and with the Italian team right across the narrow street, and the swivelhead traffic trying to drive scooters and cars up and down the road, the crowds watching were six deep most of the day. It was definitely a circus, the best show in town.

By late in the afternoon the riders stared to impound, with varying success. Many had forgotten their paperwork, and they were sent back to get it, all while the clock was ticking. Chris Smith went through the sound test on his TM three times, finally getting through with a red sticker, which meant "watch this guy" and promised him a sound test out on the course somewhere. Scott Summers slid right through on his squeaky clean XR, but the real trial was saved for Randy Hawkins.

Randy was nearly the last rider to try to impound, and he had worked on his bike top to bottom all afternoon. When it came time to install the lighting coil ignition on his RM he couldn't find it—I know, because I came across his girlfriend rooting through their car looking for it, and the bag it was supposed to be in was not there. Probably back at the hotel.



Steve Hatch, unplugged.

Instead, Randy hastily hooked up a battery system, and he was expert at flicking it on just as he started the bike. The trouble was, it wasn't legal; and the inspectors were not dummies. They had let Kerry Clark through with a battery system, but they must have been paying very strict attention to the Trophy Team members, because Randy was not okay. He was sent back, with less than ten minutes left until inspection closed for good.

Hugh Fleming of the AMA came back to the inspection stand and pleaded for time, and won a few minutes, and finally here came Randy with his seat and his helmet. Behind him came an entire crew of riders and mechanics, carrying pieces of Randy's bike and pushing the rolling chassis as they installed one of Kevin Hines' "RME" enduro lighting coil ignitions on the bike. The inspectors appeared to be without patience for this, but they appreciated the effort and allowed Randy to impound the unfinished bike immediately, with the stipulation that he finish it within the 15-minute work period in the morning and have it working properly before he started on the course.

And the dark closed in, and the rain poured down, and with that, all the Americans were finally ready—or nearly ready—to ride.

Day One

In the morning the rules had changed for Randy, this time in his favor. Instead of making the lights work right there, the officials let him start without working lights, with the stipulation that he would have to have them functioning by the end of the day. This would give him time to work on it at checks or the mid-day work period, which would allow more time to do it right. He must have had success, because by the second grass track special test we noticed he had functioning lights. It was a proud time for Americans.

Such good luck wasn't in the cards for Scott Summers. His was a short story of bad luck and trouble. When he was frantically finishing up his bike before impound, he filled it with the wrong fuel—the good, leaded kind that they sell in the stations as premium, but it happens to be illegal for Six Days usage. Unfortunately, an official caught him and he was made to empty the tank and fill the Honda with unleaded.

The unleaded fuel would have been bad enough, but he had the even worse luck to be handed a fuel can that was full of garbage—like Cheech and Chong filling their car from a trash can. Neither he nor mechanic Fred had the chance to notice that crud was going into the tank, and it wasn't until he was down the road a short ways before his bike started



Mike Lafferty, chasing Rodney.



Randy "No Batteries" Hawkins.

running bad. It acted like an ignition failure, but it was actually dirt and rust from the fuel can clogging the jets in the carb. When this happens on an air-cooled bike like the XR600, it just gets hotter and hotter, and before too long Scott's problem turned into a massive ignition failure as the heat actually melted the pulsar coil and then the softer parts of the stator as well.

So during the day there was a frenzy of parts changing and working on the stricken XR, but eventually Scott rolled over his hour, and that was the end of his week. When they finally got the bike back to the start and looked into the carburetor, they found the trash that was causing the problem, but it was far too late. Scott was out and the Trophy Team was crippled, and the only thing we could hope was that everybody else's team started doing worse.

Even with Summers' troubles, the unofficial results at the end of the day had our Trophy Team sitting in sixth, although the scoring was incomplete and certainly not accurate. In normal Six Days tradition, we would have to wait a day or two to find out really how well we were doing. Even so, Ty Davis finished the day in sixth in his class (175+cc), with Rodney Smith right behind him. Italian star Giovanni Sala was of course running away with the class, while our next best finishes were Steve Hatch sitting in ninth 175, and East Coast hopeful Mike Lafferty carding a 19th in the same class. Randy Hawkins finished 14th 125 in spite of all his troubles, and Chris Smith, the other East Coastie and a member of the Acerbis/Mooch Motorsports/Trail Rider team, finished up 16th in the 125 class (There are four classes of competition in the Six Days: 0-125cc two-stroke, 175cc and up two-stroke, 0-400cc four-stroke, and over-500cc four-stroke). The Junior Trophy team finished up in seventh, with all four riders still going.

The ride for the day was a mix of plenty of asphalt, and every now and then a section of trail that would definitely wake you up if you were sleeping. The Lumezzane-Brescia area is either level road, or straight up or straight down, on rocky, clay hills. Uphill there were bikes overheating, downhill found riders clawing and scratching their way, trying to keep from launching over the bars. There were four tests for the day, each run twice. The terrain tests are basically a timed section of enduro trail, not usually too difficult but fairly long and fast. There were also two "cross" tests, what we would call a motocross grass track. Day two would be a repeat of the day one course, and we can talk about that next.

Day Two

Rain during the night softened everything up again, which was not exactly what everybody needed. It was turning into a pattern: the day would dawn hazy, develop into bright sun, high humidity, and fairly high heat (about like New



The Trophy Team and friend. From left, Steve Hatch, Rodney Smith, Chris Smith, Franco Acerbis, Scott Summers, Ty Davis, Randy Hawkins.

International Six Day Enduro



Chris Smith, Team Cosa Nostra.



Kari Tiainen, flyin' Finn.



Jeff Fredette, 17th Six Days.



Eric Cleveland being pursued.

Jersey in July), and then the thunderheads would start building. In late afternoon, at least for the first two days, we'd be on the south side of the valley in hot sun watching a special test finish up, and then drive north back to Lumezzane, which was about 30 kilometers away. By the time we reached Lumezzane the rain would be falling and the lightning would be bouncing around the hills. It was definitely going to make day three and four interesting, since the course would run exclusively around the hills to the north of Lumezzane, right where the weather developed.

Part of the day two slime was avoided when the race organizers cut out a very slippery, rocky uphill that turned into a bottleneck late in day one. It didn't help the special tests, which were left for the most part intact, and each adapted to the extra water in its own way. By far the worst was the second terrain test in

the morning, which was ribboned in and around a large gravel pit. The very lowest part of the pit was ancient Roman gravel, no doubt, but the upper part was good old clay, and it was laced with evil standing water holes in yesterday's berms. Horrible mess. If you saw it, you'd load back up and not even ride, but of course the best riders in the world handled it in stride. It was impressive to watch the 125 riders start off the day and scream around the track right up against the rev limiter. All the while we were there, we never saw anyone get stuck, and the only nasty trouble came when an Austrian team rider cartwheeled down the hill into the main pit, on a tricky double-jump downhill. He was all right, but very badly shaken and the new owner of a very bent KTM.

The day ended in the rain, with the Trophy team still in sixth, and the Junior Trophy team

riders sliding down to eighth, the position in which they would finish out the week. Ty Davis was still leading the American charge, finishing up the day fourth in the 175 class. Ty was actually posting some great special test finishes, possibly some of the top times, but the press office was not printing all the special test times with the daily results, so we would have no way of knowing without being at every one of the tests. Which was impossible. The parking situation almost made it impossible to be at two of the tests during the day, as everyone in the region tried to spectate each test. The gave us a special sticker to paste on the windshield of our car that was supposed to be for convenient parking at every test, but instead it seemed to ban us for any available parking. Are we complaining? No. They did give us free coffee in the press room.

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Brian Garrahan washes his bike.



Drew Smith, 18th Six Days.



Kevin Bennett, Team South Jersey.



Russell Piggott, twisting that 125.

Day Three

By day three we were feeling the strain of non-stop reporting, so we had to take a break. Instead of taking the short drive north to Lumezzane, we packed up Charlie's Opal and headed for the sleepy little fishing village of Portofino, on the Italian Riviera. At least that's what the guide book called it. In reality, it was Gattinburg-by-the-Sea, with cruise ships and tour boats belching out German, English, and American tourists and endeavoring to sell them souvenir aprons and the like. We found no rubber tomahawks, but plan to send a case to the chamber of commerce there, along with a hint that they'll be a big hit.

It was a good break from the action though, and as it turned out we couldn't have picked a better day. The rain, which had been consistent every afternoon starting about three, started a little early on Thursday and did its best to drown everything and everyone, while we were basking in sunshine on the Mediterranean

coast. Fortunately the layout of the event included very short, easy trails and multiple special tests, so there weren't any "stoppers" that would take riders out in a hurry.

Even so, the riders took three loops of the course on Thursday, almost a ten hour day with a total of twelve special tests. The very slippery conditions slowed down Ty Davis, moving him back to eighth 175, while Rodney Smith moved up to sixth. Steve Hatch was sitting in ninth in the class. The two best Americans in the 125cc class, Randy Hawkins and Chris Smith, were sitting 16th and 20th, respectively, after starting off the week a bit higher in class but suffering jetting problems (Hawkins) and trying to acclimate to the wide-open terrain. There was no doubt that the special tests were designed for big bikes, and the 125s were seriously tapped out all day long.

Day Four

Friday was another two laps of Thursday's course, and the weather finally changed for the better. The ground, which is mostly clay in that part of the world, was very slick in the morning and troublesome to the 125 riders, but the sun was out and the sky was beautiful clear, and for the next two days we had no rain.

This course, the days three and four course, had what we'd consider the best special tests, at least from a spectator's point of view. One of the tests was laid out on a terraced hillside, and the ride on the terraces was either a set of downhill drop-offs—on the way down—or the possibility of Supercross-style double jumps on the way up. The morning was tricky, with the wet mud, and few of the 125 riders tried their luck on the doubles, but by the time the more powerful 175 class riders came along the surface was tacking up nicely. Our top riders—Rodney Smith, Ty Davis and Steve Hatch—put on a show for the locals, with some great jumping, especially on Rodney's part. But you know, our guys are good, and fast, but the top Euros, including Italian superhero Giovanni Sala ("Gio," pronounced "Joe," to his friends), Eric Bernard of France, Kari Tiainen of Finland, Swede Anders Eriksson, and the Italians Farioli, Rinaldi, Passeri, and some of the Czech riders, are extremely smooth and chillingly fast on their own right; and to be honest they're just a little smoother and just a little faster than our boys. But I've said that before.

It's significant to note that before the event Gio Sala admitted to being extremely nervous because of the amount of pressure put on him by the locals. He was shaky when we talked to him, and didn't seem overly confident of what would happen over the next six days, but he started the event loose and smiling, and in spite of everything Rodney Smith and Ty Davis tried, he still managed to stack up at least a 30 second advantage over both of them every day, averaging about 45 seconds faster a day. Frenchman Eric Bernard did the same thing, putting about 20 seconds a day on the Americans, and Gio only let Bernard beat him one day, day five, and he won every other day.

Yeah, we hate to give away the punchline this early in the story, but Gio Sala ran away with it. Watching them all on the special tests, in the brilliant Italian sunshine on day four, you could easily tell that there was nothing we could do to stop them, or indeed even slow them down. Ty and Rodney were fast and smooth, but Sala has a certain something that every racer wishes he had, and maybe only once every other generation does a rider come by with the kind of natural ability that Sala is tapping. I'm convinced that Gio knows how to fly—like



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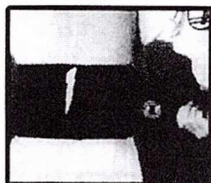
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International Six Day Enduro



Randy "Tough as Nails" Mastin.



Italy's Dory Molinari, the only female rider, rode an XR400, won a bronze.



Chris Graber, riding sweep.



Curt Wilcox, patriot and ISDE racer.

Superman—and isn't letting anyone in on the secret.

On this day our World Trophy team settled into fifth for good. You may wonder how we could do so well with only five riders, but the latest iteration of the ISDE rules says that only the top five scores of the Trophy riders are counted. Ty beat Rodney again on this day, and they changed positions with Ty in fifth and Rodney in sixth, in class.

There were so many Americans entered—36 of them—and every one had an adventure story to tell, and we're very sorry we can't tell them all. That's easily the most difficult part of a story like this; it's way too big of an event to even cover a fifth of it in a story that's already way too big. Highlights do stand out however, like the ride of Destry Abbott, a desert racer of some renown in Nevada and California. Destry started out the week a decidedly unimpressive 54th in the 175 class, and although it looked like he'd rest back in the pack in obscurity like so many other ISDE hopefuls, he bolted forward in position in the following days, jumping to 32nd and gold medal status on the next day. He leaped to 27th on day three, and then 22nd on day four. On day two, he had actually finished eighth in the class for the day, setting faster special test times than Davis or Smith in the process. In a race that sees a lot of plodding sameness, day to day, Abbott was providing some extreme excitement. We hope he's a part of the Six Day team next year.

Day Five

A Word on cheating: it happens. It's part of the game. I'm sure the Italians were doing things to make sure their riders didn't have to worry about their bikes. I'm sure of it because we got away with it, and with the home town advantage they had to have a real system set up—I heard that Italian team riders switched bikes twice one day, but of course never confirmed this. Our boys, well...we had a significant team rider, whom I won't name to spare any embarrassment, come up with a ruined first and second gear on his bike fifty miles out on the first day, due to a quality control problem on his brand-new engine. Now what do you do? It's not his fault that a new part failed and munched his tranny. He's a good rider, and he knows how to save the bike, and he wouldn't stupidly abuse it and wreck it on the first day. He's not getting a chance to show the world what a good rider he is because of a warranty problem. So he swapped bikes with his chase rider and rode the rest of the day on the chase bike—all similarly marked, by the way—while a new transmission was acquired and the chase rider nursed his bike to the end of the course. Before the final control and impound they switched again, and by that time they had the next day's plan all set. In the morning they switched bikes again, but this time the race bike was spirited away to a location where the cases were split and a new transmission was carefully installed, and by the end of the day the rider was back on his race bike, ready to finish the week. It happens; unfortunately everybody does it—with the possible exception of the Australians, who are honest to the core—and, like I said, it's part of the game.

I'm sure the Italians took advantage of the situation, when they could. Many of our folks watched the Italian crew replace handlebars on a club rider's bike, while the rider struggled with a tire change. Honestly, the marshals don't watch the club riders that closely. Everybody stretches the rules a little bit, and you can like it or hate it, but it happens. I will say that at the final motocross all the bikes,

Pos/No/Rider	Nat: Club	Machine	Class	Tests	Time	Penalties	Total	Medal
125cc Class								
1) 7 PASSERI STEFANO	ITA WT: FMI	KTM	125	10195.38			10195.38	GOLD
2) 4 SCOVOLO FAUSTO	ITA WT: FMI	YAMAHA	125	10226.03			10226.03	GOLD
3) 12 MICHALIK ROMAN	CZE WT: CMF	TM	125	10308.24			10308.24	GOLD
4) 2 LARSSON RICKARD	SWE WT: SVEMO	HUSKY	125	10342.18			10342.18	GOLD
5) 2 AHOLA MIKA	FIN WT: SML	TM	125	10389.90			10389.90	GOLD
6) 9 SALMINEN JUHA	FIN WT: SML	HONDA	125	10446.43			10446.43	GOLD
7) 18 BOANO IVAN	ITA JT: FMI	HONDA	125	10536.34			10536.34	GOLD
8) 55 ROGIER LAURENT	FRA WT: FFM	KTM	125	10642.61			10642.61	GOLD
9) 17 MATOSKA RADEK	SVK WT: SMF	HUSKY	125	10666.69			10666.69	GOLD
10) 8 GOTTFALD ZDENEK	CZE WT: CMF	SUZUKI	125	10689.86			10689.86	GOLD
19) 42 HAWKINS RANDY	USA WT: AMA	YAMAHA	125	10889.80			10889.80	GOLD
24) 45 SMITH CHRIS	USA WT: AMA	TM	125	10957.20			10957.20	GOLD
44) 264 SCHMELZLE RON	USA	HONDA	125	11349.31	60	20.00	11429.31	SILVER
59) 308 STORRIE BRIAN	USA D RHODES	HONDA	125	11799.13			11799.13	SILVER
61) 292 WALLACE MATT	USA MIDWEST	TM	125	11759.23	60		11819.23	SILVER
62) 5 BUFFA SAM	USA JT: AMA	KTM	125	11800.26	60		11860.26	SILVER
64) 288 SMITH DREW	USA DAYTONA	TM	125	11952.73			11952.73	SILVER
65) 315 PIGGOTT RUSSEL	USA MIDWEST	YAMAHA	125	11931.34	60		11991.34	SILVER
76) 254 SANDERS MICHAEL	USA T.R. HOU	KTM	125	12163.31	120		12283.31	SILVER
87) 305 CLARK KERRY	USA TALLAHASSEE	YAMAHA	125	12289.16	300		12589.16	SILVER
90) 265 CLEVELAND ERIC	USA BOISE RIDGE	YAMAHA	125	12634.76	20.00		12654.76	SILVER
98) 306 GOETZ TROY	USA S.F.D. RIDERS	KTM	125	12180.92	840		13020.92	SILVER
175cc Class								
1) 64 SALA GIOVANNI	ITA WT: FMI	KTM	175	10000.92			10000.92	GOLD
2) 66 BERNARD ERIC	FRA WT: FFM	KTM	175	10067.10			10067.10	GOLD
3) 65 SILVAN PETTERI	FIN WT: SML	GAS GAS	175	10180.16			10180.16	GOLD
4) 211 PELLEGRINELLI TULLIO	ITA INTIMIANO B	HONDA	175	10198.77			10198.77	GOLD
5) 106 SMITH RODNEY	USA WT: AMA	SUZUKI	175	10238.79			10238.79	GOLD
6) 71 DAVIS TY	USA WT: AMA	KAWA	175	10312.26			10312.26	GOLD
7) 67 BOANO JARNO	ITA WT: FMI	HONDA	175	10369.66			10369.66	GOLD
8) 137 MERRIMAN STEFAN	AUS WT: MA	YAMAHA	175	10481.80			10481.80	GOLD
9) 90 HATCH STEVE	USA WT: AMA	SUZUKI	175	10544.39			10544.39	GOLD
10) 74 KYTOENEN VESA	FIN WT: SML	KAWA	175	10575.12			10575.12	GOLD
20) 403 ABBOTT DESTRY	USA MERCED	KTM	175	10769.21			10769.21	GOLD
23) 109 LAFFERTY MICHAEL	USA JT: AMA	KTM	175	10802.16			10802.16	GOLD
29) 129 GARRAHAN BRIAN	USA JT: AMA	KTM	175	10974.89			10974.89	GOLD
32) 373 GARRAHAN PATRICK	USA MERCED	KTM	175	11032.11			11032.11	SILVER
55) 382 FREDETTE JEFF	USA DON RHODES	KAWA	175	11522.99			11522.99	SILVER
63) 374 BENNET KEVIN	USA DON RHODES	HONDA	175	11558.47	120	20.00	11698.47	SILVER
71) 409 SIMPSON RAY	USA T.R. HOUSTON	HONDA	175	11835.58			11835.58	SILVER
81) 344 SPIGELMYER MATT	USA BOISE RIDGE	KTM	175	12004.26		20.00	12024.26	SILVER
87) 116 STRETCH SCOTT	USA JT: AMA	KTM	175	11667.92	480		12147.92	SILVER
111) 375 DAVIS KEVIN	USA DAYTONA	HONDA	175	12921.15			12921.15	SILVER
113) 345 MASTIN RANDY	USA DAYTONA	YAMAHA	175	13045.35			13045.35	SILVER
400cc Class								
1) 139 RINALDI MARIO	ITA WT: FMI	KTM	400	10357.57			10357.57	GOLD
2) 141 CARLSSON BJORNE	SWE WT: SVEMO	HUSABERG	400	10489.38			10489.38	GOLD
3) 223 CROCI DARIO	ITA TRIAL FORNAROLI	HONDA	400	10520.82			10520.82	GOLD
4) 154 KLAUS NICO	GER WT: ONK	KTM	400	10674.38			10674.38	GOLD
5) 144 VON TITZEWITZ DIRK	GER WT: ONK	KTM	400	10696.22			10696.22	GOLD
6) 157 BOULET CRISTIAN	FRA WT: FFM	KTM	400	10711.62			10711.62	GOLD
7) 220 CARMINATI MAURIZIO	ITA LA MARCA TV.	HUSKY	400	10732.10		20.00	10752.10	GOLD
8) 140 BOUFFIUX LAURENT	FRA WT: FFM	HUSABERG	400	10755.02			10755.02	GOLD
9) 167 VOJKUVKA LUBOMIR	CZE WT: CMF	HUSABERG	400	10811.50			10811.50	GOLD
10) 224 GUSTAVSSON LARRY	SWE SMIMK	HUSABERG	400	11101.63			11101.63	GOLD
26) 488 WILCOX CURT	USA	HONDA	400	11509.42	180		11689.42	SILVER
39) 405 ADY TOMMY	USA BOISE RIDGE	KAWA	400	12293.36			12293.36	SILVER
53) 448 CAMPBELL DAVID	USA S.F.D. RIDERS	HONDA	400	13301.33			13301.33	SILVER
66) 489 GROSSMAN MARK	USA TALLAHASSEE	KAWA	400	10045.18	2340	7200.00	19585.18	
500cc Class								
1) 176 TIAINEN KARI	FIN WT: SML	KTM	500	10252.68			10252.68	GOLD
2) 177 ERIKSSON ANDERS	SWE WT: SVEMO	HUSKY	500	10285.60		20.00	10305.60	GOLD
3) 179 FARIOLI FABIO	ITA WT: FMI	KTM	500	10355.55			10355.55	GOLD
4) 193 PIDOUX LAURENT	FRA WT: FFM	HUSKY	500	10540.94			10540.94	GOLD
5) 191 LIND MARTIN	SWE WT: SVEMO	HUSABERG	500	10583.58			10583.58	GOLD
6) 233 NICOLI ARNALDO	ITA TRIAL FORNAROLI	HUSKY	500	10643.82			10643.82	GOLD
7) 199 POSLEDNI BOHUMIL	CZE WT: CMF	KTM	500	10647.03			10647.03	GOLD
8) 192 KATRINAK JAROSLAV	SVK WT: SMF	HUSABERG	500	10475.35		300	10775.35	GOLD
9) 234 GRIGIS GIANMARCO	ITA AMB 2	HUSABERG	500	10805.46			10805.46	GOLD
10) 190 MACEK MARTIN	CZE WT: CMF	HUSABERG	500	10904.44			10904.44	GOLD
30) 507 PALENSKE GRANT	USA MIDWEST	HONDA	500	13154.09		40.00	13194.09	SILVER
32) 492 CAMPBELL JOHN	USA MERCED	HONDA	500	12737.53	720		13457.53	SILVER
40) 514 GRABER CHRIS	USA S.F.D. RIDERS	HONDA	500	11485.23	720	7200.00	19405.23	

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Matt Spigelmyer, Team Matto.

seemed similarly beat up and tired, so the field at least appeared mechanically even. Not like Holland, in '84, the last time I attended a European ISDE, where the Dutch team riders' bikes were obviously brand new, while every other country's bikes were barely running and horribly worn out from the endless wet Dutch sand. In comparison to Holland, the Italian Six Days was as honest as a day in church.

Day five was a new piece of course east of Lumezzane, north of Salo and close by Lago de Garda. The parking problem reached a crescendo, and in the morning we found it all but impossible to even get to a special test. The day was not lost, however, when we stopped at a check and found a fairly picturesque river crossing to shoot. Later in the morning we decided to bag the struggle to get through the murderous traffic into the tests, and instead retired to a lakeside café for a fine lunch with Vicki Huston of Australasian Dirt

Bike, a good friend and fellow publisher. It was brilliantly sunny day, there on the shore of Italy's largest lake, and I longed to lash tight a set of sails against the breeze and explore the vast shoreline...but we had a race to cover, and we got back to it.

We have to say a word about our friend Chris Graber, who spent the whole week as the next to last rider on the course, on number 514. Behind him was an Australian rider, David Wright, on a 125, who became Graber's riding partner, for the most part (Australians, generally, speak the same language as us, although they are well known to drive on the wrong side of the road). Well, Chris was booming along on his 600 XR on a little piece of goat trail when he hit something and flipped off the cliff. He managed to stop his downward plunge by literally hugging a tree, like Willy Coyote in a Roadrunner cartoon. Wright stopped to help, but it was impossible for just two riders to wrestle the 600 back up the slope, so Chris

sent him on his way and proceeded to wrestle the bike down the slope, to look for a way out. He went a long way down before he figured out it was impossible to go that way, and then walked out to find some play riders who gleefully went back to help him. Graber said he was amazed at the way these guys rode; like a cross between a trials rider and a mountain goat, and the group eventually rode and carried the XR back up to the trail. Unfortunately, by then he was over his hour and out, a sad end to a week of great effort.

Nothing much changed on this day. The Italians had it won, the Finnish had second place secure, Rodney Smith was sitting fifth in class, and Ty was in seventh. The Junior Trophy race was also tied up by Italy, with the French in second, and our American team locked in eighth. Everybody, of course, held their breath all day long worrying about an



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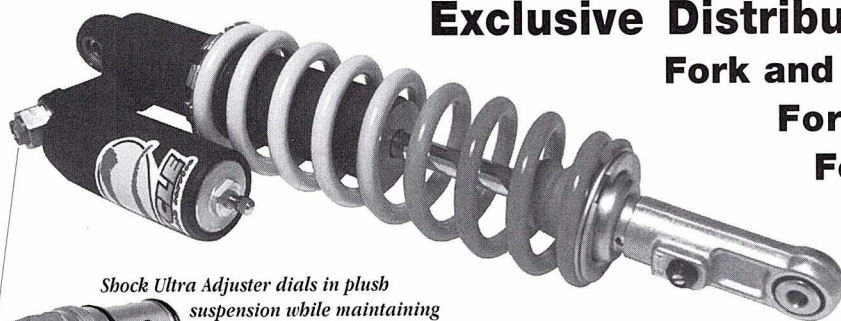
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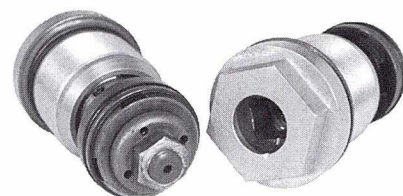
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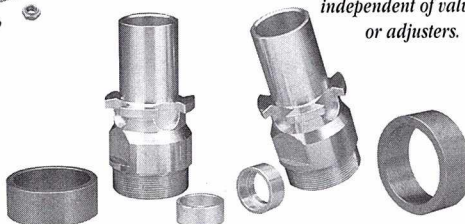
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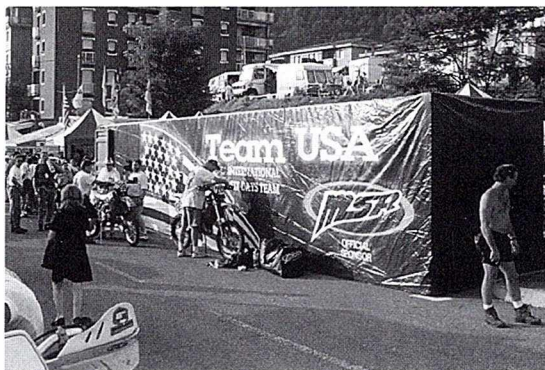
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accident like Graber's wrecking their week, but it was largely a silent struggle. At the end of the day, though, I swear you could hear a sigh of relief blowing over the town.

Day Six

There was about an hour of trail to ride on Sunday to the final motocross special test, and everyone seemed to make it with little drama. The event was held at the Galaello Crossdromo in Preseglie, east of Lumezzane, and it was a fine track. Three things about the day stand out. First was Eric Cleveland, an American rider on the Boise Ridge Riders club team, who came off the line second in the first moto of the day, and then broke into the lead and led the race for a good four laps before being dispatched by an Italian rider and left with a second place finish. It felt good to see an American rider take control right off the bat, especially after the container drama early in the week and Scott Summers' tragedy on day one. Eric made us proud, and though I never managed to meet him during the week, I'd like to thank him for his performance.

Second was the legendary status Rodney Smith has in the area. I was talking to a local who was working as a flagman, and with a vocabulary of about ten English words (combined with my ten in Italian), he managed to tell me that in 1989 Rodney Smith won a round of the National Championship MX series at this very track. He said that Rodney was sure to clear the one massive tabletop jump, a distance of about seventy feet, while Gio Sala likely wouldn't. He was full of praise for Rodney, and I actually heard a number of Italian spectators excitedly jabbering about Rodney Smith, and looking for him in the lineup. Old legends die hard; and though he wouldn't be recognized in an American shopping mall, Rodney Smith is a hero in northern



The errant container, finally opened and wrapped with its decorative banner. The whole American effort depends on this box.

Italy.

The third treat was the Big Moto of the day, the fourth 175cc class moto. The lineup was all you could ask for in an international event—Sala, Bernard, Davis, Rodney Smith, Silvan Petteri of Finland, Italian star Tullio Pellegrinelli, Steve Hatch, Mike Lafferty—and the racing was superb, worth the week's wait. Eric Bernard got out with the holeshot, with Rodney and Sala close behind. They took the first lap to settle into the track and then Rodney made his move, taking the lead and wowing the crowd as he did easily clear the giant tabletop, and cleared all the minor ones as well. Gio Sala followed in third for quite a while in the seven lap race, and then as the others tired slightly he dug down deep and once again found a reserve that no other human can draw from. "I sensed that the other riders were getting tired, and so was I, but I knew I had to push as hard as I can, and I finally caught and passed them!" he told us after-

wards. Rodney told it a little differently; when we asked if he just decided to let Gio by. "No way! I wanted it, but when he came up on me I could barely hold on any longer. I lost track of him for a second in a tight turn, and all of a sudden he comes by me on the outside like a bat out of hell. It was all I could do to stay with him!"

Of course, the crowd went crazy. Gio Sala had already won the whole week, and went into the moto with at least a minute advantage on everyone else, and instead of taking the safe route and finish clean without a risk, he charged to the front and stole the win. When he rolled across the finish line he stabbed both fists up into the air, and the bike wobbled in a rut and fell over, with him taking a tumble in the dirt and coming up laughing. Rodney was second in the race, Bernard was third, and Davis came in fourth, all separated by less than five seconds. What a show!

And then...

For us, the show was over. We had no Trophy team riders in the four-stroke classes, since the retirement of Scott Summers, and only club team riders to do battle with Farioli, Tiainen, Rinaldi, Eriksson and the rest. The one highlight was club team rider Curt Wilcox, an American in the small-bore four-stroke class (400cc), who rode his moto dressed in a wild American flag jump suit, and bolted out behind Rinaldi running in the top ten of the race. Very impressive, in a nationalistic way, but I'm not sure too many of the spectators understood it.

After the last 175cc race the rain, which had held off for two days now, began to spit down, and in the last moto it turned into a spirited drizzle, turning the track into a greasy adventure, but not enough to terribly affect anyone's day. Within moments, it seemed, the Six Days

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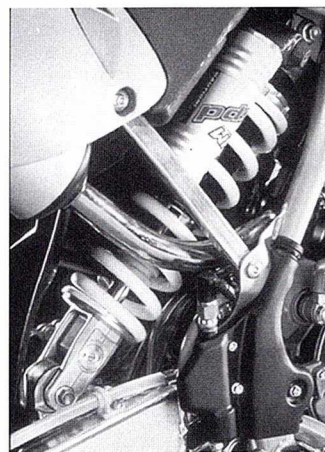
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was over; and we had only one more trip to Lumezzane, one more wild ride through the streets avoiding scooters, motorcycles, chase riders and the eternally spirited Italian auto drivers. One more trip to the Bar Jolly, 'round the corner from the American pits, to say goodbye to Salvatore Versace and his family and split a bottle of his champagne, and then it's off back to the States and the comforts of home, such as they are.

What more is there to say? Maybe it's best to finally write the lead to this story, because hindsight is always 20/20, and when I left for Italy I had a completely different viewpoint than I have now. We will end with the beginning, because the Six Days never really ends for the truly addicted, the people who hear that bell ringing over top the babble of foreign tongues. Drew Smith, who finished his 18th ISDE this year, knows. So does Jeff Fredette, riding for the 17th time. Yes, it's a race, but it's also more than that.

For most—for me, for Charlie, for the club team riders, for the support person who really gets involved—the Six Days is not a race. It is a feeling, an adventure, an accomplishment before it starts. When I worked for KTM, a long time ago now, we used to joke that we were happy to get to the starting line—forget about winning the race. For the Six Days, except for an elite few, to stand in the street surrounded by pandemonium, watching that container come down at the end of the cable, is knowing you've arrived at the threshold of the greatest adventure of your career. You're on the bus, baby. And the ride of your life is about to begin. □



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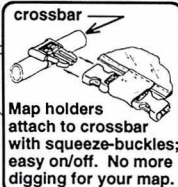


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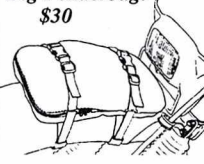
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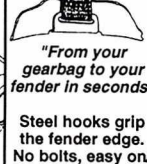
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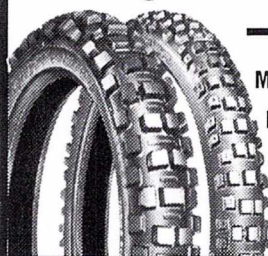
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BERKSHIRE MUDSLINGER

If it's such a beautiful day, why is everyone suffering so much?

By Paul Clipper, file photos by Jay Chittenden

In the annals of NETRA enduros, there is a rich history of events to fondly recall on a frigid winter evening. There are short, rugged beatings like the Tri-State, where you can ride fast but you'd better have a suspension that works. There are the "easy" enduros like the New England Championship, where you can ride easily, but to do well you have to live in a land without fear. There are rides like the legendary King Philip enduro, where every different part of your body is systematically worn out, but you're allowed to finish the ride. Then there are events like the Mudslinger.

There wasn't any one part of the Mudslinger that made it difficult. There were no stoppers out on the trail, and as a matter of fact if you rode any ten miles of the trail on a sunny Sunday, you'd come away thinking "Wow, neat trail! What a workout!" The trouble is, you string 75 miles of that trail together and post it at 24 miles per hour, and it simply wears you down to a little nub, to where you're crawling along way too slow and your computer is screaming at you that you've already holed out.

That's exactly what happened to all the C riders at this year's Mudslinger. It also happened to most of the B riders, all but three. And a large number of A riders found a good reason to go home early, without a doubt. The conditions were fine; it was a sunny day, the birdies were singing in the trees, and it hadn't rained for at least 24 hours. The trouble is, those deep, dark woods, that happen to be right down the street from the summer quarters of the Trail Rider offices, well, they never really dry out, and contain some of the slipperiest roots and greenest mossy rocks in New England. And if you try to go fast and sloppy in it, look out!

Tommy Norton, NETRA's defending hare scrambles champ, entered the Mudslinger planning for a win on his now completely set-up KTM 200, but he was not the early leader for the day. The first points-taking section of the event included the BTR's familiar mountain-side rock garden east of Route 8 near East Otis, and a lot of tight, tricky trails up and down the hills preceding. Bob White blazed ahead to an early lead in this section, dropping 2:54 at the check-out near New Boston, before the course headed south of 57 towards the Pigeon's Roost. Second in points lost there was Hans Neff, who dropped a 3:15 over the greasy early-morning trails. Rick Claxton posted the third three-point score, with a 3:19, while Norton checked-out with a 3:32. Sam Fischer was the last three-point score in the section, with a 3:37, while everyone else scored at least a point more.

The first section wasn't likely to decide this event, however. The riders crossed

through New Boston to a reset and gas available, and then poked down the road looking for the check-in to the next section. Somewhere in here, defending champ Jason Cayer suffered massive brain fade and clocked into a timekeeping check six minutes early, disqualifying his ride, according to Brand-X rules.

Jason got the easy trail back to the pits, but the rest of the riders were treated to the full joys of the Pigeon's Roost, a section of technical rocky uphill and downhill, tight trails, and an uphill ledge section that tested riders' climbing skills



Mike Nash won the A Heavy class, and was one of an elite few who actually stayed in their hour.

and patience, and wiped out this rider's shift lever. Also in this section, B class contender Doug Douchette punched a hole in his cases and retired with a severe oil loss problem. He wouldn't be the only one; it was still going to be a long day.

The best score for the section was posted by Norton, who seemed to snap awake and clock in with an impressive 9:27 loss, a solid point better than Jerry Madore, who dropped 10:47. Claxton, Neff and White each dropped 11 points and change in the section, giving Norton a one-point advantage over nearest competitor White going into the gas stop.

A known control out was zeroed by everyone, and then a few miles of easy dirt roads gave plenty of warm-up time. Check eight, at 64.5 miles was a check-in to the last section of the day, 25 miles of tight, boulder-strewn, technical trail; full of roots and ruts and all the things that make enduro riding glorious. The speed average was 24 mph, as it had been all day, and you would have been riding very well indeed to make this section at an average of 18 mph. As a result, all of the C riders, and most of the B riders, who carried the morning's late time



Joe "Joe Magoomba" McLaughlin is the mastermind of the Rubber Cow enduro, and a member of the illustrious Team Cow. He won the B Bantam class today.



Kevin Knott was third in the A Bantam class. Only 19 A riders finished the course within their hour, while only three B riders did it. Every C rider holed out.

into the section (with Brand-X rules, you can only get back to your original minute at a known control, if you have the time available), watched their clocks roll over the hour mark well before they found the final check of the day. Of the B riders, only Brian Liebenenthal, who won the High Point B award, Bill Riordan and Ron Lemieux (first and second B Veterans) finished the course within their hour. The A riders don't like to admit to such things, but we count only 17 AA and A riders who finished the course within their hour. It was a tough, long section.

Continuing on the momentum he'd built



Bob White, Lord of the Tech Tubes, finished fourth in the AA class on his CRE.

Mudslinger Enduro		1. M. Nash	KTM 58	5. B. Lee	KTM ck.8	C Heavy	1. D. Wernersbach	KTM ck.8
Class Results		2. B. Sironen	KTM 73	B Heavy			2. S. Loring	KTM ck.5
Tom Norton	KTM 30	3. M. Zahansky	KTM ck.6	1. J. Copeland	ck.8	C Four Stroke	1. D. Oram	Hon ck.8
Overall High Point		A Four Stroke		2. R. Brown	KTM ck.8		2. A. Rizzo	Kaw ck.8
Hans Neff	KTM 39	1. R. Seymour	Hon 75	3. M. Stone	Hon ck.8		3. J. Green	Suz ck.8
High Point A		2. A. Lachapelle	Hon ck.8	4. B. Saunders	KTM ck.5		4. T. Smith	Hon ck.7
Bryan Liebenthal	Hon 65	3. T. Murphy	Hus ck.8	B Four Stroke			5. K. Fortier	Hon ck.5
High Point B		4. B. Drummey	Hon ck.8	1. B. Liebenthal	Hon 65		1. K. Corbeil	Suz ck.8
James Silva	KTM	A Veteran		2. A. Fabiano	ck.8		2. S. Neveu	Hus ck.8
High Point C		1. S. Fischer	CRE 43	3. J. Considine	Hus ck.8		3. R. Gamache	Hus ck.5
AA		2. G. Wurlitzer	Hon 54	4. D. Dugas	Hon ck.8		4. P. Rainone	ck.5
1. T. Norton	KTM 30	3. D. Olsen	Kaw ck.8	B Veteran			5. J. Fluckiger	Hon ck.5
2. J. Madore	Yam 34	4. D. Cowan	Kaw ck.6	1. B. Riordan	KTM 70			
3. R. Cloaxton	Hon 36	A Senior		2. R. Lemieux	86			
4. B. White	CRE 39	1. D. Ellingwood	KTM 66	3. G. Grundman	Hus ck.8			
5. D. Gunn	KTM 50	2. J. Stoddard	KTM 72	4. T. Hardy	Kaw ck.8			
A Bantam		3. B. Johnson	Hon 72	5. B. Rocha	Suz ck.5			
1. H. Neff	KTM 39	4. R. Rodrigue	KTM ck.8	B Senior				
2. K. Howley	KTM 47	B Bantam		1. K. Davis	Hon ck.8			
3. K. Knott	KTM 54	1. J. McLaughlin	Kaw ck.8	2. B. Foster	Hon ck.8			
4. J. Cooney	KTM ck.8	2. B. Edwards	Kaw ck.8	3. P. Clipper	Hbg ck.8			
5. D. Fraser	Kaw ck.8	3. F. Mattison	Kaw ck.8	C Bantam				
A Light		4. C. Borovicka	Hus ck.8	1. S. Pimental	KTM ck.8			
1. J. Kelly	Hus 56	5. M. Beauregard	KTM ck.8	2. S. Petrino	Hus ck.8			
2. S. Lheureux	Hon ck.8	B Light		C Light				
3. S. Fastert	Suz ck.8	1. E. Landon	Kaw ck.8	1. J. Silva	KTM ck.8			
4. M. Bingham	Suz ck.8	2. P. Gravelle	CRE ck.8	2. T. Jones	Hus ck.8			
5. P. Piva	Suz ck.7	3. G. Arnold	Suz ck.8	3. S. Hoginski	Hon ck.5			
A Heavy		4. J. Cardozo	KTM ck.8	4. C. Orlinsky	Hon ck.5			

riders mentioned above were taking their place in the AA class.

James Silva did the best job in the C class, dropping 43 points up to the eighth check, and taking the C High Point trophy for his trouble. In the specialty classes, Gordon Razez continued his domination of the Super Senior class with a 38-point ride into check eight, besting Keith Goodell, who had a 44. Paula Stewart took home the Women's class win in the absence of class leader Heidi Landon, who arrived that morning with a touch of the beer flu, and instead

elected to work the event. Wise move!

The BTR club members worked through the scoring quickly and had everyone back on the road by five o'clock. There was a little bit of grumbling about the final section, especially by the few riders who were actually doing well in the section until they simply ran out of time. But that's why they call them enduros; you have to endure the course, as well as endure the rules! To those who were unsatisfied we wish a better ride next time, and for the rest of us it was certainly a good workout! ☐



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Yamaha YZE350

Donny Lingle knew what he wanted, so....

A few months ago we wrote a little piece in this magazine on what the perfect dirt bike would be. Let's face it, if it was a simple task to just bolt together our favorite parts into our perfect ride, we'd all be doing it. But in truth, it takes a lot of cutting, welding, and access to scores of parts in order to find the right combination for any given project. It's common to think that the only hurdle is to buy bike "A" for the engine, and then buy bike "B" for the chassis, but you usually need bikes "C," "D," and "E" or more to find all the little bits that make the project come together. Every builder of a custom bike we've talked to has agreed that the amount of work they had to do, and the amount of time they spent finding and buying unanticipated parts, and ironing out problems, was hardly worth it. Would they do it again? Probably not. But they all like the bike they finished up with.

So with that in mind we show you photos of Donny Lingle's "YZE" 350, a combination of the Yamaha XT350 engine and a YZ WR500 chassis. The first thing you can see is that a lot of time was spent on finish as well as function on the YZE. We've seen the

bike and ridden it, and the bike looks so good at first you don't even notice that the engine is unusual for that frame. Of course, once it's started up there's a sound coming from the four-stroke motor that is totally unusual for a YZ, until this spring, when the woods should start filling with the much anticipated Yamaha YZM400.

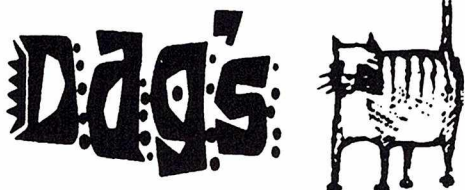
Donny started with a rolling chassis from a 1993 Yamaha WR500 and cut apart the cradle to prepare it to fit the new engine. Since the XT350 used the engine as a stressed member of the frame, Donny did the same to his project bike, making up custom engine mounting plates to tie the engine in between the down tube and the swingarm, and used the stock XT350 skid plate to protect the engine. To make the engine fit he had to add sections to the frame in the downtube and seat tubes to allow the bottom of the



backbone to clear the engine. It was not an easy undertaking, but Lingle told us that the frame wasn't the most difficult part of the project.

The forks on this project come from a 1988 Suzuki RM250, while the shock is a custom-valved Ohlins with a remote reservoir. The Ohlins is a natural choice for any project, but why the Suzuki forks, of all

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four-stroke powerplant from an XT350. The only piece it has that varies from stock is a high-compression piston from White Bros., That made the engine come alive, he says. "There is a lot more torque on tap since I replaced the piston."

The rest of the bike is a mix of parts, including a '95 YZ subframe, a Cobra ISDE exhaust system, and the fancy blue anodized wheels are from the original WR.

The rear brake caliper is from a '92 YZ. With no fuel on board, including handguards, enduro equipment, lights and grip heaters, the whole bike weighs in at 246 pounds, which is very respectable for a mid-sized thumper.

How does it work, you ask? We got a chance to ride it for a bit this spring, when it was just out of the development shop. It was a little rough, but the handling was good and the bike was very stable in the rocks. Since then, Donny claims to have worked out all of the bugs, and can brag about a third place Expert class finish at the Budds Creek hare scrambles, and a trouble-free week at the Six Days of Michigan on the YZE.

It's a nice bike, it looks good, and it apparently works really well. Look for Donny and the YZE at some of the ECEA events, and if you hear he wants to sell it, let us know! □

things? "Well, I had the Suzuki forks on another bike, and I really liked them. They're the Kayabas with adjustable rebound damping as well as compression damping, so they're a really easy fork to tune. I like them a lot."

The fuel tank was hand made from sheet aluminum, and was by far the toughest job of all in putting the bike together. "I must have 60 hours in the fuel tank alone," Donny says. The whole thing was sectioned up piece by piece, painstakingly shaped and then welded together. He couldn't have done it without help from friends Joe Galie Sr. and Barry Crone, who did the considerable welding and machining. The aluminum cap flange, for example, is all hand machined. The tank holds 2.25 gallons, which we figure is enough to get the YZE about 80 miles before a fuel stop.

Finally, the engine is a mostly stock 350cc

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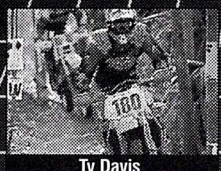
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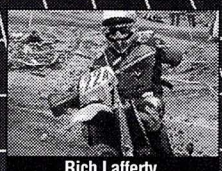
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ROCKY MOUNTAIN

Hot laps in New Hampshire

By Cheri Alix

Alton, NH 8/17

KTM's Tom Norton wore out the competition at the Rocky Mountain Hare Scramble. Proving once again that the nastier the course, the better he likes it.

It was a rock infested race held just East of the Loudon International Speedway. The track was laid out deep in the woods of New Hampshire, almost a mile drive down a bumpy old fireroad. The track itself was a fourteen mile loop using some of the wide open two-track cart roads and some

dense single track. The area is extremely hilly, with one hillclimb being over an eighth of a mile long covered with two to three foot size boulders. You had to hit it at full speed and by the time you rounded the top, you were barely crawling. That's if you made it to the top.

The long course was extremely demanding, especially in the heat. With lap times of forty-seven minutes, it was a long time between water breaks and pit stops. The Novice event, which was held early in the day, had a few casualties from the heat. The riders had a shortened nine mile course but it still was taking close to forty five minutes a lap, causing the club to shorten the race from three to two laps. Taking the overall in the event was Richard Lessard on his KDX 200.

The main event got underway around 1:00 p.m. With the lack of open space for a starting area, the club used a Blackwater-style start with four riders per line. Scott/Dyno Port/Uni Filter-sponsored Tom Norton, Manchester Honda's Josh McLevy, and Ronnie's Cycle's Todd Levesque lined up on the front row. Levesque got off first, followed by Norton. The riders didn't go one mile down a wide open cart road when the trail turned into the first rock garden. Levesque didn't make 20 feet when



Josh McLevy twists his way through the woods. He caught up and hung with Norton, but couldn't get in front and make it stick.

he threw it away, causing a chain reaction of the entire front row. Kawasaki's Patrick Timothy, who started on the second row, took advantage of the pile-up and took over the lead.

Levesque managed to recover quickly, moving into second place. Ken Law took over third followed by McLevy and Norton. By the end of the lap, Timothy still had the lead but Norton was now right on his rear wheel. Spectro's McLevy came around fifteen seconds back in third place with Levesque right behind. The two riders left



Hans Neff fixes his sights on an unidentified wheelier during the race. Hans won the Expert 200 class.



"Can you put down the camera and get me a ham sandwich?" Norton at the finish.



Todd Levesque kicks up a little dust. He went down a few times and lost his enthusiasm.



Drew Carpenter finished second in the Junior class, even though his rear wheel was cut off in the photo.



You know this feeling. Hammered, beaten, and sweated out, all for second place. Josh McLevy claws the dust out of his eyes at the finish.

the pit banging bars, with McLevy making it to the barrels first. Down another two minutes in fifth place was Arthur Menzel, followed by Brian Tucker.

Timothy went into the second lap holding it wide open with Norton right on his tail. Timothy held Norton off for half of the first lap when Norton finally put the move on him, taking over the lead and putting thirty seconds on Timothy in a mile. But his lead

Rocky Mountain Tom Norton KTM	2. Dawn Shayer Hon 3. Bev simcock Suz	Novice Four Stroke 1. James Walsh Hon 2. Patrick Murphy Hon	1. Chris Panzella Yam 2. Chris Griswold Hon
Overall Champion Hans Neff KTM	Novice 250 1. Anthony Reo KTM 2. Chris Chase Yam	3. James Simonds Hon 4. James Price Hon 5. Pete Rossi Hon	Amateur Four Stroke 1. James Robinson Hon
A High Point Rob Carlson SUZ	3. Patrick Kuerner Yam 4. Vincent Leonardo Hon	Novice Senior 1. Paul Saquette Kaw 2. Michael Suriani KTM	Amateur Senior 1. Larry Piers 2. Gerard Lebelles
B High Point Richard Lessard Kaw	5. Erik Dahl KTM	3. Charles Kennedy Suz	3. pat Forgarty
C High Point AA	Novice 125 1. Jason Ruotolo Hon 2. Tracy Matulonis Suz	Amateur 250 1. David Clarke Hon 2. Scott Rboert Hon	Expert 250 1. David Simcock CRE 2. Charles Timothy Hon
1. Tom Norton KTM 2. Josh McLevy Hon 3. Todd Levesque Yam 4. Patrick Timothy Kaw 5. Arthur Menzel Kaw	3. Mike Wozniak Kaw 4. Timothy Greger Suz 5. Sean Matulonis Kaw	3. Dan white Hon 4. Gordon Mullavey Hon 5. Eric Landon Kaw	3. DJ Lis 4. Pete Bryne 5. Kevin Wall
Junior 1. Nathan Kanney Yam 2. Drew Carpenter Suz 3. Joe Senecal Yam 4. Dan Young KTM 5. Caleb Kanney Yam	Novice 200 1. Robert Hart Kaw 2. Andrew Cushing Kaw 3. Scott Cotier Kaw 4. Guy Burlock Kaw 5. Chales Geroux Kaw	Amateur 200 1. Andy Briggs Kaw 2. Scott harwood Hon 3. Garison Smith Kaw 4. Lionel Asselin Hon 5. Ryan Jump Kaw	Expert 200 1. Hans Neff KTM 2. Denny Anderson Kaw 3. Steve Formanek Kaw 4. Brian Lawson Yam 5. Jesse Berthiaume
Mini 1. Robert Rowe Kaw 2. Robert Langenback Yam 3. William Rowe 4. John Moore Yam 5. Brian Choquette Hon	Novice Veteran 1. David Heath Suz 2. Scott Beranger Hon 3. David Harris KTM 4. Steven Poplasky Hon 5. Jeff Grant	Amateur Veteran 1. Lance Longo Suz 2. David Dzenutis Hon 3. Martin Griff Yam 4. Art Randolph 5. Bob White CRE	Expert Veteran 1. Russell Bain Hon 2. Mark White 3. Kenneth Held Yam 4. Scott Raymond Kaw
Women 1. Dawn Sylvia kaw	Novice Open 1. Lorne Goralink Hon 2. David Yarosis KTM	Amateur Open	Expert Open 1. Chris Kramer 2. Steve Formanek, Sr. Kaw

was almost lost with a wild crash in the rocks.

"I got off hard, blasting through a rock garden in third gear." Said Norton "My bike went off the trail and crashed into an oak tree, bending the subframe and front fender. Luckily I stayed on the trail and didn't get banged up."

Norton was able to regain himself and take off before anyone caught him, and by the end of the lap he had regained his thirty second lead over second place, which was now held by McLevy. Norton had to pit

this lap, allowing McLevy to catch up; coming around right as Norton was leaving the pits. The two riders came through the barrels with only a second between them. Timothy was now back into third place feeling the effects of the heat. He had to stop and pit for water, allowing Levesque to get by and take over his third place position.

Norton and McLevy hung together until about three miles into the third and final lap. McLevy was now also starting to feel the effects of the heat and long laps, and

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couldn't hold the pace any longer. Levesque was starting to fall back but it wasn't the heat that was affecting him, it was the terrain. Levesque went down several times in the rocks, slowing his pace and wearing him down.

Norton held it pinned out in front, going down only once on the final lap. "I had a clean lap going but attacked the big hill a little too hard and went into a tree. I didn't stall it, so I got going quick." Said Norton after the event. Norton took the overall with over a minute lead on second place McLevy. Levesque took third back another one and a half minutes. Timothy held on to finish fourth, with Menzel rounding out the top five.

Taking the Expert class overall and finishing in the top ten was Hans Neff on his KTM 125. Denny Anderson went on to take the Expert 200 class win followed by Steve Formanek in second. The Amateur class overall went to Suzuki 250 rider Rob Carlson.

The Junior event was held early in the morning on a shortened nine mile course. Nathan Kanney took the win, finishing the two lap event in just under one hour 16 minutes. Drew Carpenter took second place down 1 minute 20 seconds. Robert Rowe continued to dominate the Mini class, taking the class win with over six minutes on second place Robert Langenback. Dawn Sylvia and Dawn Shayer had the closest competition in the Women's class, with Sylvia taking the class win with only thirty seconds on second place Shayer. □

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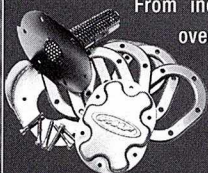
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BEEHIVE ENDURO

Rich Lafferty bags the ECEA's "most challenging" family enduro

By Mark Uth, photos by Barry Seppy

Mauricetown, NJ 8/24

Richard Lafferty used a flawless ride to break a string of ECEA enduro overall victories posted by series points leader Fred Hoess, claiming top honors at the 1997 Beehive Enduro. Earning his second Grand Champion trophy of the season, Lafferty bested series rivals Hoess, who retired with machine problems in the final A-only loop, and his brother Jack, who finished in his all-too-familiar runner-up slot. Rich commented afterward, "I had one of those remarkable days where everything went right. My KTM's motor was barking and its suspension seemed to be set perfect for the terrain." Of course that's little surprise, as the entire Lafferty clan hails from nearby Port Elizabeth, just a few miles up river.



Brotherly love. Jack Lafferty Jr. once again finished second overall behind one of his brothers.

This year's running saw absolutely ideal race day weather conditions, with cool morning temperatures around the 60 degree mark and a daytime high that might have just tipped 80. Clear, sunny skies, low humidity, and light breezes; you could hardly hope for better racing conditions for southern New Jersey in August.

One potential question mark, however, was the condition of the course lowlands. More than a foot of rain fell locally on the Wednesday night/Thursday morning prior to the event. Fear of potentially flooded trail conditions was for naught, however, as this watering actually made things just about perfect, with nice, firm, berm-building loam and a complete absence of dust. The only tradeoff was a couple of extra mud holes and some minor rutting in lower sections—none of which proved too hazardous.

Nearly 350 entrants lined up for the start, located a little ways down the road from the Mauricetown Fire House. CDR trailbosses planned the usual three loop romp through the mostly open deciduous forest, second growth pine, and gnarly laurel patches of the Cumberland County countryside. Each loop contained a single points taking section and ended with a known control, providing additional free time coming into and departing each gas stop. Nice rolling trail was none-too-tight and avoided any bottlenecking problems for faster riders. A combination of previously run and fresh trail sections made for a good riding rhythm that proved way-too-much fun at non-timekeeping speeds.

After the obligatory blacktop connectors leading from town and some minor woods trail to warm things up, the first section began with a check-in some twenty-odd miles into the ride. The four mile section was run at 18 MPH and ended with an emergency check-out just before the first gas stop. As has been the norm at Beehive enduros for years, tight scoring would find riders separated by seconds, those who make the card flips doing well while those who don't end up frustrated and disap-

pointed. This first section proved this was to be the case as top riders all completed the section within a 20-30 second span, the lucky ones deep into four minutes down. This group included Rich and Jack Lafferty, Frank Vanaman and Mike Moore, who posted a section best 4-255.

Shortly after the check-out was the first gas stop. Most riders cut the 30 minute gas stop break short to soak up the free time out of the gas that was extended to near 4 miles due to an oddball 13 MPH speed average. This continued for the next eight-plus miles, ending with a speed change to 24 and ensuing check-in. The loop two special test provided a short three-plus mile section with secret check-out, again just prior to the second gas stop. Rich Lafferty and streaking A250 pilot Dwayne Shirk set benchmark two point scores through the section while a boat load of top riders trailed with three points down.

Another 30 minute respite was followed



Da winnah! Rich Lafferty rolls into a checkpoint with a four-point cushion over his brother.



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Bob Agonis and his Gas-Gas have ridden so many ECEA enduros there should be a state forest named in his honor.

by more blasting free time out of the gas. Soon afterward, riders were checked into another points taker, this time a lengthy section that made use of some gnarly trail originally cut for an expert only test. Run at 24 MPH, tight sections hewn through stands of tall mountain laurel, as well as several minor swamp crossings, took their toll at the emergency check-out. Here, The Lafferty boys and Moore posted fives, Jack, Jr. getting the nod with a section best 5/303. After the check-out, the loop split, B, C and specialty class riders riding connectors back to the firehouse while A and AA riders headed off to a start control and the

Beehive Enduro

Class Results

Richard Lafferty	KTM 31
High Point A	
Dwayne Shirk	Kaw 36
High Point B	
Andrew Bradway	Suz 14
High Point C	
Wayne Vadermark	Kaw 19

AA

1. Jack Lafferty, Jr.	KTM 35
2. Michael Moore	Yam 35
3. Bill Atkinson	Kaw 36
4. Jeff Kirchner	TM 36
5. Frank Vanaman	KTM 36

A-125

1. Eric Pirie	Hon 44
2. Edward Mcgall	Yam 45
3. Greg Davies	Yam 48
4. Craig Copeland	KTM 51
5. Dean Spencer	Hon 52

A-200

1. Todd Lockard	Kaw 47
2. Todd Quinn	Kaw 47
3. Joe Tavani	Kaw 51
4. Ron Lucas	Kaw 51

A-250

1. Michael Bradway	Yam 40
2. John Rogers	KTM 44
3. Ed Hamilton	Kaw 46
4. Scott Gribble	Kaw 46
5. Bryan Page	Hon 46

A-Open

1. Dave Groemm	KTM 40
2. James Wright	KTM 46
3. Bill Mcconnell	KTM 48

A-Four Stroke

1. Mark Hummel	Hon 38
----------------	--------

2. Vernon Wood	Kaw 51
3. Rob Kirkpatrick	Hon 56
4. Darrin Russell	Hon 58
5. Lewis Smith Jr	Hon 74

A-Veteran

1. Ken Law	Hon 39
2. John Walter	Suz 43
3. Mark Uth	KTM 43
4. Jim Gunselman	Yam 45
5. Mike Beeler	Yam 49

A-Senior

1. Kevin Kuenzner	Hon 43
2. Jerry Lynn	Yam 51
3. TomMarsh	KTM 51
4. David Barlow	Yam 52
5. Burnett Wilson	Yam 56

A-Super Senior

1. Scott Wolfie	Yam 49
2. Jack Lafferty Sr	KTM 52
3. R. Wickersham	Kaw 55
4. George Clickner	Hus 63
5. Rich Tompkins	TM 64

B-125

1. Joe Marchesani	Yam 18
2. Steve Fox	KTM 19
3. Daniel Stoppi,	Kaw 19
4. Dave Frazier	Kaw 19
5. Steve Brown	Suz 21

B-200

1. Eric Corbin	Kaw 18
2. John Lambert	Kaw 19
3. George Sigler	Kaw 20
4. George Potts	Kaw 20
5. Rob Comber	Kaw 21

B-250

1. Bob Solomon	KTM 18
2. Jim Shainline	Hon 18
3. Peter Burnett	Yam 19
4. David Nash	Kaw 20
5. Bill Gilbert	Yam 21

B-Open

1. Paul Biting	KTM 17
2. Eric Hartem	Hon 18
3. Matt Howton	KTM 19
4. Michael Crum	KTM 19
5. Tim Gallagher	KTM 20

B-Four Stroke

1. Robert Barr	KTM 22
2. Frank Lillo	Hus 22
3. David Smiley	Hon 22
4. Scott Tellone	Hon 23
5. Chris Crull	Hon 24

B-Veteran

1. Michael Dolecek	Kaw 18
2. Dan Garrison	Kaw 18
3. Wade Johnston	Suz 19
4. Timothy Kohl	Suz 20
5. Dan Polak	Kaw 21

B-Senior

1. Gerald Stake	Kaw 21
2. Richard Mathias	KTM 22
3. Joe Epperson	KTM 24
4. Mark Garrity	Kaw 25
5. Norman Frankle,	KTM 25

B Super Senior

1. George Franciotti	KTM 28
2. Craig Morris	Hon 34
3. Bob Hammond	Hon 35
4. Larry Macintyre	Yam 37
5. Fred Najork	KTM 38

C-200

1. Kipper Lupperger	Kaw 24
2. Jay Sutton	Kaw 25
3. Chris Brown	Suz 25
4. Rich Johnson	Kaw 25
5. Matthew Hurff	Kaw 25

C-250

1. Eric Reeves	Unk 22
2. Michael Sharp	Suz 22
3. Chris Vecchione	TM 22

4. Geo. Mamounis	KTM 23
5. Jeff Sanders	Suz 25

C-Open

1. Layne Foulk	KTM 24
2. Jim McCullough	Kaw 26
3. Joseph Grief	KTM 27
4. Ken Saubier	KTM 33
5. Phil Levin	KTM 35

C Four Stroke

1. Dennis Lynch	Kaw 25
2. Charles Sullivan	Hon 25
3. Brad Pace	Unk 27
4. Nathan McGuire	Suz 27
5. Clifford Davis	Hon 29

C-Veteran

1. L. Charlesworth	Yam 22
2. Don Mercillott	Suz 25
3. Robert Barker	Hon 25
4. Bill Horseman	KTM 27
5. Jim Corsello	Suz 27

Women

1. Kathi Campbell	Kaw 24
2. Jennifer Eylich	Yam 55
3. Brenda Rutledge	Hon 77
4. Marla Lombardo	Hon 80
5. Angie Barr	Yam 138

Dual

1. Peter Wright,	Kaw 28
2. Dave Christian	Hon 42
3. Theodore Smith	Hon 47
4. Dan Pirrallo	Suz 53
5. Brian Fugate	Suz 56

Trail

1. Chris Nolan	Hon 18
2. Ken Humphreys	KTM 22
3. Dana Russell	Hus 69

Masters

1. Dan Van Driel	TM 30
2. Joseph Galie	Yam 31
3. Bill Geier	Unk 87

much anticipated A-only loop.

Prior to the A loop, Rich Lafferty held a slim one point advantage over competitors Moore, Jack Lafferty and Hoess, eleven

points to twelve. Frank Vanaman remained in the hunt with 13 points showing on his card, while a handful of longshots trailed with 14 point cards.

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Anthony Tomasello is still riding strong, in spite of some nasty back problems last season.

What was in store for A riders was a near 12 mile section of fresh trail cut into second growth timberlands of several overgrown gravel pits that would undoubtedly decide the race. Short, steep hill crossings, off camber trail, and acute switch backs all served to slow speeds well below the scheduled 24 MPH speed average. At one point, the trail burst out onto a paved road, for a 200 yard sprint down the closed-course blacktop, which wasn't the ticket for motor longevity after slogging through the tight for several miles. This precipitated motor trouble for some, most notably ECEA points leader Freddy Hoess, as he stuck his motor

with a seized crank shortly thereafter.

Riders soldiered on through technical trail finally coming to a mid-loop emergency check, some six miles in. Things opened up just a tad through the back half, although a couple of tricky mudholes proved trouble for some. The piece ended with another e-check, and when the dust settled Rich Lafferty showed how bad he really wanted it, smoking through the loop while collecting eight and 12 point scores at the mid and end checks, respectively, for a total of 20 through the section. This added an exclamation point to his somewhat tenuous lead going into the section and another Overall Trophy to the Lafferty collection. Bill Atkinson, attempting to overcome a so-so morning ride, roosted in a point behind Richard, going 9-12 and actually posting the fastest time at the final check-out, a near 50 second margin over winner Lafferty. TM125 mounted Jeff Kirchner showed his mettle going 9-13 while a host of other riders, including Moore, Vanaman, Dwyane Shirk and Jack Lafferty posted 9-14 scores. The riders then made their way back to the fire house, where cards were collected at an observation check.

Results were tallied and posted in a timely manner with none of the difficulties that have plagued recent Beehive enduros. Richard Lafferty graciously accepted the Grand Champion honors on the merit of his 31 card while lauding the performance of his KTM. Jack Lafferty, Jr. and Mike Moore each finished 35 points down, Jack earning second overall seeding based on emergency points in spite of several hellacious crashes experienced during the ride and



A rare photo of the author. Mark Uth hustling his way towards a third in the A Vet class.

Moore filling out the podium at third overall. Bill Atkinson, Jeff Kirchner and Frank Vanaman each posted 36 point finishes, Atkinson using a strong A-loop showing to claim fourth overall, while Kirchner and Vanaman finished fifth and sixth overall, respectively. Top A class honors again went to a high flying Dwayne Shirk, who piloted his KX250 to the High Point trophy with a 36 score. The HPA runner-up, two points behind, was XR400 rider Mark Hummel.

In other classes, Vet class rider Andrew Bradway posted good numbers, earning the High Point B prize handily, 14 points down on the abbreviated course. Paul Biting was



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his closest threat, finishing three points behind at 17. Top C class scores were all found in the C250 class on this day. KX250 rider Wayne Vadermark earned High Point C honors by dropping 19 points. C class rivals Lew Charlesworth, Eric Reeves, Mike Sharp and Chris Vecchione were HPC runner-ups on the day, each finishing 22 points down. Dan Van Driel edged out Joe Galie, Sr. by a point for the Masters class win while Kathi Campbell prevailed over a bloated Womens class. Chris Nolan and Pete Wright were top finishers in the Trail and Dual Sport classes, respectively.

The Beehive Enduro used to be the hands down easiest run in the ECEA. Traditionally a combination of short, easy trail sections, forgiving resets, lengthy gas stops and a "bring anything with two wheels" mentality, the event used to regularly draw in excess of 500 entrants. In those days, overall champions were decided by seconds and able to count their points loss on one hand. A couple of things have happened since those heydays of past, however. A crack-down by state officials on bike legality has all but eradicated that contingent of once-a-year racers who used to make the pilgrimage to Mauricetown. Additionally, the club seems to be following an association-wide trend toward more challenging race formats, which has seen the Beehive event move more toward the mainstream of enduro challenges. At this point, you'd be out-on-a-limb calling it the easiest on the ECEA card, especially after this year's run. In all, kudos to CDR members, friends and family for a fine event and excellent test of the ECEA's best. □



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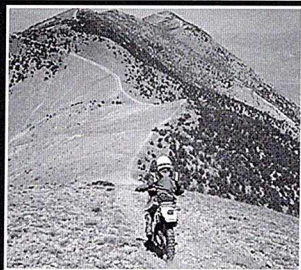
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UNION HARE SCRAMBLES

A new course and a perfect day for Todd Levesque

By Cheri Alix

Union, CT 8/24

Ronnie's Cycle's Todd Levesque dominated the Union hare scramble from start to finish, closing the points gap on current series leader Spectro/Link sponsored Josh McLevy. It was a perfect weekend for racing. Lots of rain the previous week left the track nice and tacky with virtually no dust. After the last race held here in June, the Ramblers redesigned the course. All of the long straightaways were removed to lower the speeds. The whooped out sections were all redone. The club also added a few new sections. One contained an ominous-looking mudhole that actually had a solid rock bottom and proved to be no problem. There were two off camber sections added, one

full of rocks and the other section was about 1/8 of a mile of virgin single track. This section gave some Novice riders trouble, but proved no problem for the Amateurs and Experts. The final change was out in back, where they cut a new wide trail just through the woods next to a whooped-out dirt road. The new track was basically the same length, 5.7 miles, but lap times were slowed by a few minutes a lap. The main spectator point, the infamous water-hole, was still used. With all the rain it was quite deep, providing great spectating especially during the Novice event, as riders flew through the water only to drown out as water came flowing over their handlebars.

The Amateurs and Experts lined up about 1:30 for the Blackwater-style start. The only two riders on the front row were Manchester Honda's Josh McLevy and Pirelli/Tech Tubes/RPM sponsored Todd Levesque. Levesque grabbed the holeshot but went over the berm into the first corner, giving McLevy the lead. The two riders hung right together for the entire first lap with Team Green's Patrick Timothy close behind.

Once the riders crossed through the barrels and around the pit area, Levesque took the inside line and the lead from McLevy. McLevy stayed right behind for a while but fell over twice, allowing Levesque to move ahead and putting 25 seconds on him by the end of the second lap. It took two laps before McLevy got sight of Levesque, but by then it was time to pit and once again he was down 25 seconds.

"I could see Todd through the woods at different sections of the track but I just couldn't get close to him," said McLevy after the race.

The two lead riders had now pulled completely away from the rest of the pack. Timothy was still in third place but getting some pressure from Expert 250 rider Wes Clarke and Expert Open rider Ken Valentine.

Levesque was flying out in front with McLevy in tow a constant 20 seconds behind. Levesque never made any mistakes, holding a consistent pace as the two top riders continued to pull away. On the final lap, McLevy gave it everything he had

and was able to close the gap on Levesque. The two riders came to the final water crossing only seconds apart. Levesque was exiting the water as McLevy was entering the other side, but it was too late. Levesque had only another 50 feet to go before crossing the finish line and taking the checkered flag. McLevy held it on, taking second place.

Patrick Timothy held off Wes Clarke to take third overall and move himself up into third place in the points standings. Clarke finished fourth overall for the day and also took home the Expert Class Overall. Rounding out the top five was former NETRA Champion Scott Phelps.

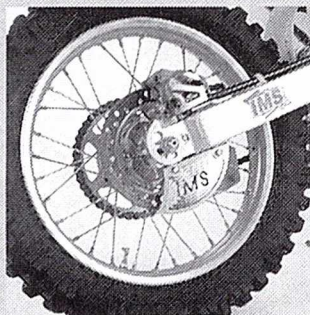
Ken Valentine continued to finish in the top ten taking sixth overall and winning the Expert Open Class. Another rider proving to be a top contender after only his first year out of the Junior class is Brian Lawson.



Todd Levesque chalked up another win at the Union hare scrambles.



Dawn Silvia finished second in the Women's class to Sally Haber. (File photos by Bossman)



DISK FIN

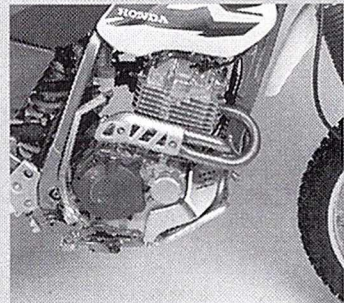
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Union Hare Scramble			Novice Senior		
Class Results			Super Senior		
Todd Levesque	Yam		1. Tom Levesque		
Overall Champion			Expert 250		
Wes Clarke Jr.	Yam		1. DJ Lis	Hus	
A High Point			2. Charles Timothy	Hon	
Rob Carlson	Suz		3. Jeff Staples	Hon	
B High Point			Expert 200		
Kevin Kulpa	Hon		1. Brian Lawson	Yam	
C High Point			2. Hans Neff	KTM	
AA			3. Neil Dennett	Yam	
1. Todd Levesque	Yam		Expert Veteran		
2. Josh McLevy	Hon		1. Ken Held	Yam	
3. Patrick Timothy	Kaw		2. Lee Pelletier	Hon	
4. Scott Phelps	Kaw		3. Scott Raymond	Kaw	
5. Luke McNeil	Kaw		Expert Open		
Junior			1. Ken Valentine	KTM	
1. Derek Phelps	KTM		2. Roger Billharz	KTM	
2. Drew Carpenter	Suz		3. Jim Simcock	KTM	
3. Boyd Brower, Jr	Yam		Expert Four Stroke		
Mini			1. Matt Jalbert	Hon	
1. Robert Rowe	Kaw		2. Paul Piva	Suz	
2. Bob Langenback	Yam		Expert Senior		
3. Will Rowe	Kaw		1. Steve Formanek	Kaw	
Women			2. Steve Kanya	Yam	
1. Sally Haber	Kaw		3. Jim Simone	Hon	

Lawson won the Expert 200 class and finished ahead of several AA riders taking eighth overall.

Earlier in the day the club ran two specialty races, with the Junior event running first then the Novices. Both races ran the same course but fewer laps to make for one hour events. The Junior class, which has been dominated by Drew Carpenter for most of the year, had a new winner, Derek Phelps. Phelps took the early lead and just ran away with it, proving no competition for the rest of the pack. Carpenter took second, with Boyd Brower finishing a close third. Sally Haber broke Heidi Landon's winning streak

by taking the class win. The competition in the Mini class is still controlled by Robert Rowe. Rowe once again took the class win with Bob Langenback finishing in second. In the Novice event it was Kevin Kulpa taking the class overall.

The Ramblers and Salmon River County Riders would like to thank the following sponsors for making this event possible: Maxima, AXO, Pirelli, Midtown Kawasaki, Manchester Honda and Awards of Elegance. Here's to another great northern Connecticut hare scrambles, see you at the next one! □



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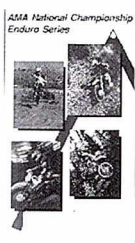


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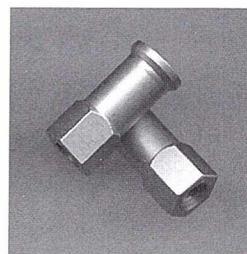
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BIKE PLATTEKILL

The Ridge Riders cook up some awesome hare scrambling in New York

By Aaron Kalisher, photos by Ken Wadle

Roxbury, NY 7/7/97

Youth is still something to be admired, as WNYORA's Scotty Rich celebrated his 21st birthday with a vengeance on Saturday night, was thrown into a vehicle Sunday morning and took the checkered flag in midst of a host of top riders from both the ECEA and WNYORA.

Ridge organizer Ken Wadle decided that due to the central proximity between the two associations, a joint event should be run. Through some administrative tap dancing, a dual-sanctioned duel was slotted for the July 4th weekend. The race was held on a 3000 foot ski mountain known as "Ski Plattekill." The mountain is made up primarily of expert terrain and relies heavily on natural snow. In lean winters, resort owner Laszlo Vajtay began to run mountain bikes in the summer for supplemental income. Soon, this mountain began to be recognized on the NORBA (National Off Road Bicycle Association) national circuit. It was then a

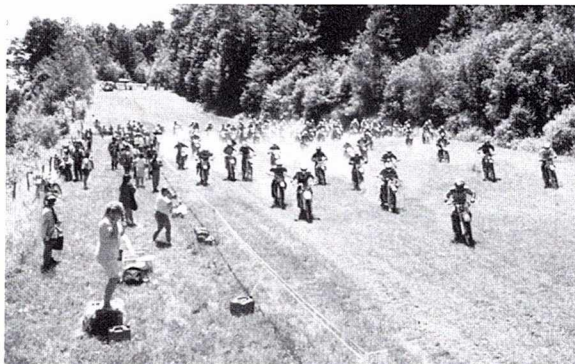
simple decision to approach the owner for contesting a hare scramble.

Now bear in mind this was the Ridge Rider's first attempt at a hare scramble, on a ski mountain no less. Therefore, the club was challenged to make a course that was fun, but still rideable. To make matters more

original course that was laid out had to be entirely scrapped (read: no open ski trails) and if it weren't for member's Tom Folkl and the great late Tom Runyon, the event would have been cancelled.

The end result was a course that ran just shy of seven miles. Of that, approximately 3.5 miles was fresh cut trail, a compromise between the club and the resort. The course ran from the lodge at the bottom, over a jump put in by the ski owner, up through a series of hilly switchbacks, and eventually into the first long fresh cut section, a twisty, technical, moist gradual uphill which brought competitors to the peak of the mountain. From here there were fast two-track cross country ski trails, one being a sharp left around a pond, which was protected with orange snow fencing to keep out would be moto-swimmers.

A true course highlight was the second fresh cut section, which did a perfect horseshoe. The entrance and exit points were only 50 feet apart. Here, orange snowfencing wasn't enough. Instead, the club was graciously blessed by the Agonis



difficult, the owner did not want any environmental impact to his mountain due to erosion, which evidently plays havoc on a mountain that relies on natural snow. The



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Youth Class: 10:30 (1 hour) Bikes Only!

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Main Event: 12:30 p.m. (2 hours) Riders 16 years old and up

0-200 A, 250-Open A, 0-200 B, 250-Open B
A & B Veteran, Senior, Super Senior and Four Stroke
0-200 C, 250-Open C, Women

All riders must have a valid AMA card (available at sign-up). All participants under the age of 18 must show proof of age and have a parent or legal guardian present. Youth class riders must have proper equipment (helmet, gloves, chest protector and boots).

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Entry Fee: \$20, Youth Classes \$15

Admission: \$5 (Kids 12 and under are free)

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brothers, who set up an awesome observation check on top of a steep technical up hill. Bob and Tony did such a good job that the club actually used their backup sheet to verify a competitor's position!

The course then had to drop approx. 1500 feet in under one mile. This made for some very steep, technical riding, which eventually dropped you into the scoring barrels and back through the start field.

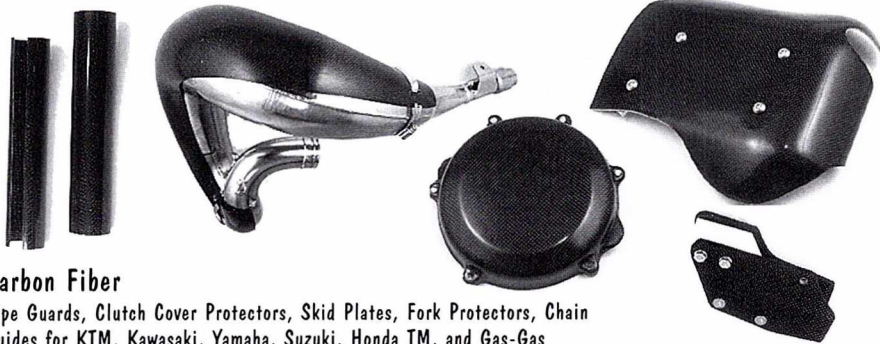
The Minis were the first class to go off, riding on a modified version of the regular course. In all, about 20 Minis lit up their bikes and took off over the jump and up the hills. Of course there were bottlenecks, but the Ridge Rider ground and bike crews flowed out like butter to pick the kids up and keep em' going. One little guy in particular was seen throughout the morning wrestling his cherry XR 75 around the course. This kid never quit! After the Minis ran, Ridge's Chris Smith came over to meet his family and found out that the bike was a birthday present two months ago and that this was his first competition! Way to go!

As the Minis were being run, a Pee Wee course was set up, in the true spirit of a "Unadilla" style grass track. The turnout was so good for the Minis that two separate motos had to be run. It was truly great fun to watch and the parents were more competitive than the kids!

Now onto the main event. Beautiful weather gave some 160 riders a dry course, with cool summer temperatures and almost no humidity. Overall favorites present for the run were Scott Phelps, Mike Moore, John Oechsle, and Scott Rich. In all, about 10 rows of bikes were lined up for the shotgun start. Unfortunately, the bird shot was emptied for safety reasons and made for some very inconsistent shotgun starts. In fact, when the AA's were to go off, wildman Ken Wadle pulled the trigger and the only thing to be heard was the firing pin. One astute Open class bike on the line heard the pin, kicked his bike over which then backfired and of course this sounded like a gun shot and away they all went.

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Scott Rich

1st Overall

AA

1. S. Phelps
2. M. Moore
3. J. Oechsle
4. J. Denk

Light

1. S. Michalski
2. Jordan
3. R. Mohn
4. Nikoloff
5. S. Wolf

A - Medium

1. S. Anderson
2. M. Johnson
3. R. Bauer
4. Osburn

Heavy

1. S. Ackley
2. J. Mahon
3. P. Roe
4. R. Moyer
5. J. Deleys

A Senior

1. Lagomarsino
2. R. Walf
3. P. Roe
4. R. Moyer
5. J. Deleys

B Light

1. R. Brundge
2. Corbin
3. D. Little
4. C. Copeland

5. T. McKinney

D 4

1. Goodman
2. B. Medium
1. D. Bugbea
2. Bove
3. G. Kopec
4. Aiello
5. Shainline

D 4

1. D. Colten
2. S. Brown
3. J. Carniet
4. Bolles
5. D. Barnes

Four Stroke

1. M. Elston
2. P. Krapp
3. Gallagher
4. Koeller

B - Veteran

ECEA

1. Wyckoff
2. R. Monahan
3. Cristano
4. K. Baer

D 4

1. R. Kirkendall
2. R. Johncox
3. M. Johncox
4. K. Herral
5. Gregory

B Senior

ECEA

D 4

1. Potts
2. J. Lynn
3. T. Marsh
4. S. Kanya
5. Fontanaza

D 4

1. Nolan
2. R. Hertel
3. Dananan

B Super Senior

ECEA

1. Woltmann
2. Schwartz

D 4

C Light

1. J. Gonda
2. D. Pakush
3. R. Rodney
4. Kiritis
5. D. Torchio

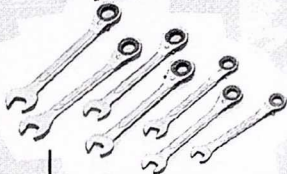
C - Medium

1. E. West
2. Loomis
3. Hartford
4. Williams
5. M. Lock

C Heavy

1. D. Updyke
2. G. Mc Kenzie
3. R. Vilasi
4. Hulsair
5. Metcalf

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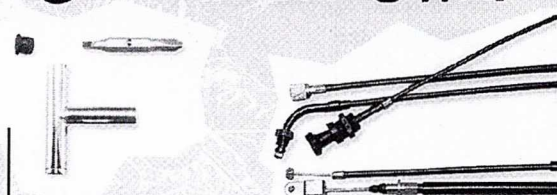
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there were some early bottlenecks, but within minutes everyone was on their way. Throughout the course, the leaders battled back and forth for position. When all was said and done, Scott Rich was sweating off his hangover by turning out lap times of under 20 minutes, until he took the overall win. Mike Moore and John Oechsle were very impressive as well, but unfortunately,



Overall winner Scott Rich (#3) attacks the leaders on the scenic course.

John's rear tire became completely unbeaded after a flat and the tire had to actually be sawed off the bike in order to get off the mountain.

In the rest of the A classes, Mr. Michalski took the A Light trophy, while Mr. Anderson took home the A Medium trophy. Additionally, J. McMahon edged out R. Walf in the A Veteran class.

B class racing was fierce as well, with R. Brundige beating out Eric Corbin for the B Light victory. In the B Medium class, some 12 competitors battled hard, with an even split of ECEA and WNYORA riders. The B Veteran class also had nearly 10 riders, with an even split of competitors.

The Senior class looked like a "Stonetown Expert" trail ride, with dicing going on from Chuck Potts and Tom Mash to name a few. The Super Seniors saw three finishers, two of which battled right to the barrels and the Four Stroke class saw four finishers, as M. Elston took the checkered flag.

One of the most exciting notes of the day was the fact that there were over 50 C class riders, which made up a large percentage of the field! Hopefully this means that the sport is continuing to grow! J. Gonda took C Light honors, while E. West took the win in the C Medium class. Lastly, G. McKenzie took the checkered for the C Heavy class.

In all, it was an awesome day for the Ridge Rider's first ever hare scramble. To top everything off, trophies were handed out by Six Days superstar Chris Smith. No one was seriously injured and everyone came away with smiles. The Ridge Riders would like to thank all who helped them pull the event off and extend their gratitude to Ski Plattekill's management, who allowed the race to be run on such a fun course. Only time will tell to see what the Ridge Riders conjure up for next year. Whatever it is, they hope to see you there! □

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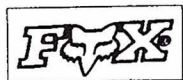
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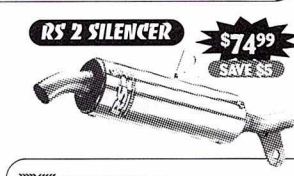
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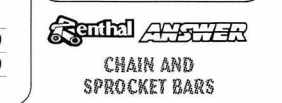
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Acerbis Gear, Hi-Jacker Stand, Motion Pro Tools

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ARS Moto Wear

You've seen the ads, with none other than Jerry Bernardo strutting around half in and half out of his Acerbis gear. Without a doubt, it's different looking (so is he, truth be known). ARS gear is very European looking, but that shouldn't be a surprise because it's designed and made in Italy by Acerbis. Loud, as only Italian designers can make it, but still tasteful. To us, it's refreshing to see riding gear that doesn't have that "designed in Southern California" label on it.

We had an opportunity to dress our 50cc test pilots in Acerbis gear, and give it a good mini test. The gear seemed to be sized well, and fit was good. The pants even allowed ample knee cups without becoming too tight. The jerseys were full sublimation-print graphics and really slick looking, in the usual sizes.

Then the abuse began. There's a lot of dirt sampling involved in mini testing, and the gear held up without giving up. Of course, when you get off the bike

it's always necessary to get down on your knees and dig in the dirt—an especially comfortable thing to do with knee pads on—and the knees of the ARS pant seemed tough enough to take the punishment, with-



out even too much staining. Sure, if you're really aggressive with the jersey you can rip the sleeves, but what jersey doesn't rip back east? Since the shirts are made from

100 percent polyester they're tougher than cotton, and they also don't hold perspiration and hang like a limp rag when wet.

Acerbis also has gloves to complete the outfit, in all sizes from kids to adults, and they also offer some good accessory knee and shin guards that are worlds better than most stock protection parts. They'd prefer you use Sidi boots as well, but that's a subject for another story.

Really slick stuff, overall. The pants are available in sizes from kids' 20's all the way to mens' 38, and the jerseys are available in the same size range, to fit little kids or to fit the rest of us who just act like little kids. Ask for the stuff at your dealers', or contact Acerbis at (800)659-1440.

WER Hi-Jacker

One thing's for certain: the heavier your bike, the harder it is to lift it. This fact compounds according to your age and the general condition of your back. At a certain point, the only way out is to get someone else to lift your bike, or get a bike stand that does the lifting for you. Over the course of history there have been numerous step-on-to-lift bike stands built and sold, but one of the most compact and convenient we've found is the Okie Hi-Jacker sold by Works Enduro Rider. This is an all steel tubing

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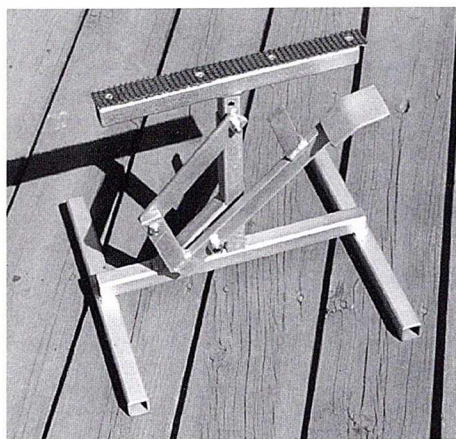
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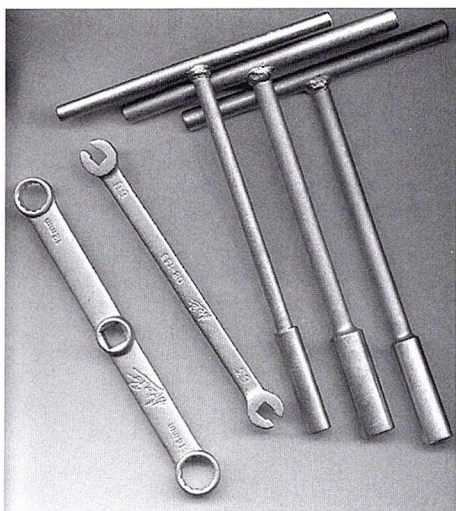
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stand with a non-skid surface anchored to the top. The base is big enough to be stable without taking up a lot of room, while the top is narrow to fit precisely in the position you need, to lift either the front or rear of the bike. You have to find a fine balance to lift both ends at once, but rarely do you work on a bike like that. Through some amazing feat of lever geometry that we don't understand, the Hi-Jacker lifts a 300 pound bike with very little effort, and then you can release and drop the bike with just as little effort. A lot of calculations went into making this stand, and it works very smoothly as a result. Very strong, and very convenient to use. It retails for \$69.95, from Works Enduro Rider at (908) 637-6385.

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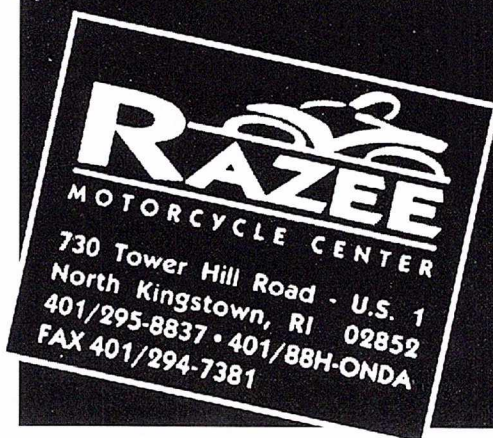
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Does one day make a Six-Day test? Maybe not, but it was a great ride....

By Charlie Williams

(Disclaimer: This story contains alarming and disparaging comments, all of which are personal opinions based on emotion, and they are the sole property of the writer named above. The basis of this article is entertainment, and none of the following comments should be taken as a personal or editorial stance of the Publisher of this magazine, who is just a poor businessman trying to survive.)

As my friend Skippy and I approached the club grounds from the south I said "There it is, up by that giant...circus tent!!!"

We looked at each other and squealed with excitement, the circus had come to town and it was going to be right next door to the motorcycle races! Yippee! Cotton candy, caramel apples, elephant rides, caged monkeys, cheap sleazy carney chicks!!! Heaven on earth! Right next to the pits too; one moment you could be talking with Chris Smith and the next minute signing autographs for the bearded lady!

The midgets had that little bitsy car that they all get in and ride around in, it is so funny. Well, like 15 midgets piled out of their little car and tied me to this tiny folding chair they had, and one of them started doing a face painting job on my face. The little man in the orange and yellow satin jump suit with the emerald green sash told me he was painting my face to look like a clown, and I good naturedly sat still and took it. This is where it gets weird though, 'cause the little man was not painting a clown's face, instead he was painting my face with battery acid. When I said it was burning a little he said it was all-right, it was just the paint drying. Eventually some of the corrosive acid dripped in my eyes and I began to see things as they really were. It was not a circus clown all dressed up, instead it was trail boss Vic Ely. He spun my chair around to face the crowd and everyone gasped and fell silent, horrified by what had happened to my face. The battery acid had eaten away my lips, making me look like I was smiling, my nose was burnt away showing two holes leading straight back into my head. My eyelids were burnt away, leaving much of the white ball showing, and tears rolling down my bubbling cheeks. Women screamed, children ran and hid, and grown men dropped to their knees and started chanting:

"Our Allen, whoth be in Maui Kea, accept this sacrifice, in the name of qualifier misery! May others live to tell of the pain we are about to endure, riding in a race that really has no bearing on who gets to go to the Six Day."

Yes, a modern-day qualifier is kinda like

having your face stripped off with battery acid. They both hurt like hell and people ask you why you did it. "I did it to qualify for the Six-Day team," would be a typical response, but you don't paint your face with battery acid to qualify for the Six-Day team! No, and you don't ride these races either. I'm not sure of the exact process, but the AMA was able to announce the specially selected team two weeks before the national final. Then about 15% of that list declined their invitation, so they announced another list and that list didn't



Funny guys, yes, but if they offer to paint you up, run as fast and as far as you can.

look anything like the list of finishers at the national final.

You may think I'm not making any sense. Actually, I'm doing the best I can considering the subject. Then you've got our crazy trophy team. The AMA announces that team way early in the season, and they are exempt from the regular qualifying process and having to ride the qualifiers at all. Then their number one excuse is that "they are not used to these kind of races." What's up with that? Where better could you learn to play this new and exciting game than at races close to your home? Yes, Shane Watts is giving lessons in your own back yard. I asked him to explain it in simple terms. He told me: "Well mate, you bounce the ball, while it's in the air you grab all the jacks you can, then catch the ball in the same hand. No bounceys."

Chris Smith and Randy Hawkins were both there to take it on the chin. They both rode 125 so they were on even ground with the visiting Australian rider and World Enduro star, Shane Watts. Watts rode the new 1998 style 125 KTM. It has the new link-less

rear suspension. I'm sure you all have seen it by now. What I really think is neat about it is that it is similar to what the good guys at ATK have been building for years; kinda gives their set up more credibility. I wonder what ATK innovation the Big Five will pick up on next? You go, ATK.

Now ATK has gone into production of their really cool flat tracker. Rejoice! Amateur flat track will return! On top of that, Phil from ATK was telling me that with some basic bolt-on parts you could take your new ATK flat tracker—well, you could take it apart and put on a kit available from ATK, and you could take your bike road racing one weekend, switch around some components and have a dual sport bike or even a full motocrosser for the next weekend. Now, none of this would be cheap, but hey, they take Discover and you could probably send your wife to Rome on the 1% rebate.

Another rider who was at this Qualifier was Scott Plessinger. Plessinger has no intentions of going to Italy, but he came to ride anyhow. Frankly Mr. Plessinger, I want to know just what in the hell you think you are doing? Don't you know if you are going to ride GNCC races you have to devote yourself entirely to that series and focus on it so hard you can bend spoons? Burst piles of laundry into flames, just by concentrating on it hard enough? No, seriously, Scott has always been one of my heroes, from back in the 80's when he would come over to Indiana and race at Stoney Lonesome. Back then he would smash an exhaust pipe every lap, so a 12-lap race would take 12 exhaust pipes. Plus one in practice.

Back at the Qualifier, Shane Watts left the line as the first rider out and pretty much led all day. I'm sure he enjoyed himself, because this was "one of the great rides ever." Yes, as bad as the Wellston enduro was, McArthur was that good (These two events are very close to one another). It



Shane Watts is the series winner, so he got to park right in front of the club house.



We predicted Chris Smith would be number one American rider at the ISDE. Guess I was wrong.

would be like a powder day for a skier, or unlimited visibility for a diver, or the perfect wave for a surfer. You have to ride a lot of ugly miles to finally dance with a pretty one. I would guess it is days like this I keep going back for, fast easy open trail, new enough that it was not all ridden out, but established well enough that it was easy to follow, and the trail followed the most natural lines. Today I was riding a 1997 250 TM. Wow, what a sweet ride. My only complaint is with the forks, 50mm Marzocchi. These are pretty much stock, and seem harsh. I'm certain that this can be tuned out. Guess I'm starting to sound like a magazine sniveler kinda guy: "50 Zokes, need massaging, overall a good package." —*Charlie Williams, 315 pound B rider. Expert bullshit artist.*

The trail would just flow along mile after mile, mesmerizing. Cruising along, every once in a while trying to upshift only to realize you're already in sixth gear. Only once all day did I really scare myself. One moment I had been magically flying through the woods, the next moment I was crossing bulldozer tracks in a clear cut area. I was in sixth gear and sound asleep. The bike jumped around and the front end did some lock to locks, but never really threatened to throw me to the ground. It was just a little reminder to pay attention.

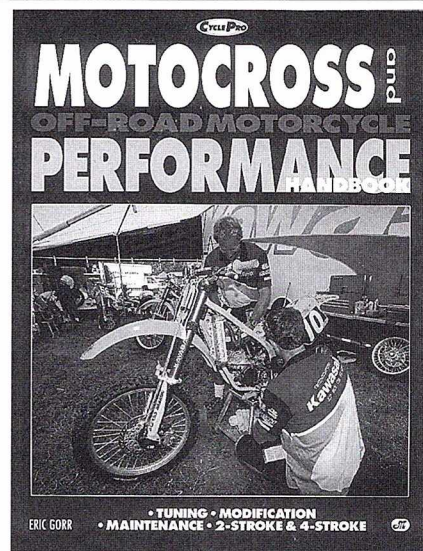
The TM was designed for grass track use, and this superior machine allowed me to score like the 47th fastest time in the non-letter of intent class, but on the other hand Chris Smith did score very well on his TM 125. I have ridden the 125 and it is magic. I'll bet Chris comes home as our top American rider this year in Six Days. I haven't received official results yet, but if memory serves me Jack Penton turned in like the third fastest grass track scores on one of the tests. Boy that's cool, haven't seen him around for years and he shows up and is still bad to the bone. Tim Shephard better hope Penton stays away from the GNCC circus. Penton works for KTM up in Lorain, Ohio, quietly going about his business as the man telling customers to go tell their troubles to someone else.

I'm real sorry I don't have more scores or results, but that stuff usually proves boring.

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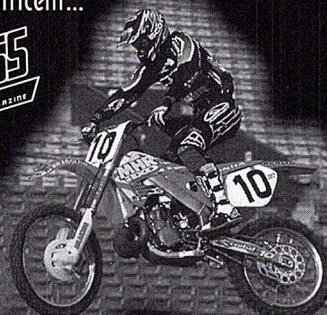
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The important thing here is it was a good race, maybe too easy for a qualifier. It should have been a two-day, but it was still very, very good. Even when it rains here, this can be a very good race, so make plans to ride this one next year. Even if you only ride one loop or so, it is still a lot of fun.

Then they have the final moto and that is fun to watch; and speaking of fun to watch, there was this guy in the four-stroke class riding a XR600 in the final moto and it was scary to watch. He was on the brink of destruction every jump, sometimes over the front, sometimes over backward. See, he had this little pre-jump ritual that would just set him up for uncontrollable air, and not just once; every lap, every jump we thought he was going to crash. Then in the final moto the fun and games ended and the danger of racing was brought back to the forefront. Senior rider Tom Ebersole, racing his brains out, took a fall on the back section of the track and had to be helped off the track. This was the only event that put a damper on the day, until the storm broke and rain ran everybody off before results could be posted.

Since this written before the Six Day and printed during that week, here are my predictions on the Italian Six day:

Number one American: Chris Smith. Number one excuse? "Not used to qualifier format." Number one teams? Italy; Trophy, Junior, Club, Manufacturers, all the best gold will go to the Italians. Granted, they are at home and have probably ridden the special tests a thousand times before, but no matter how much practice, they still have to do it on race day.

Race day pressure, that's just another demon to haunt you during this week. Number one event hero? Kari Tiainen. Number one event zero? Now that's a toughie because Bernardo won't be there. Number one event blessing? Bernardo won't be there! Number one magazine coverage? That's easy, just look at the competition, see which magazine cares enough to send reporters right down into the bowels of the beast, and see which magazines get their news from the "wire" and fill the pages with photographs bought from one source. "See what one man saw through one eye."

Just don't let the clowns paint you to be one of them. You don't need makeup to have fun. □

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Riding dirt bikes isn't just our business—we do it for fun. But when it comes to testing new bikes, evaluating the latest riding gear or analyzing trick aftermarket hardware, we get serious. We employ the expertise of hard-core testers like eight-time National enduro champion Dick Burselson, off-road legend Larry Roeseler and world-ranked GP MXer Mike Healey. Add top guest instructors in all facets of dirt competition like Jeremy McGrath, Ty Davis, Guy Cooper, Malcolm Smith, Steve Lamson, Randy Hawkins, Steve Hatch and Scott Summers, and you've got an impressive panel of experts.

Editor Ken Faught has been riding for over 15 years and has competed in more than 650 motocross and off-road events. He's raced everything from GNCCs in Florida, to arenacross in Ohio and desert races in Nevada. Heck, he's even got ISDE experience, plus he's traveled the world over, covering events in Spain, France, Switzerland and the Czech Republic.

Editorial Director Tom Webb's list of racing credits includes multitime AA National enduro rankings, ISDE experience and, most recently, a championship in the 1995 AMA GNCC

series. You know those riding fantasies that most of us have? Tom's fulfilled them.

Feature Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

Test Editor Donn Maeda has thrown a leg over just about every type of off-road machine as well, from the latest MXers to yesterday's three wheelers, and from slow-speed, balance-oriented trials bikes to 140-mph Harley flat trackers. If it's got a motor and knobby tires, chances are that Maeda's tried it.

That's the serious part of *Dirt Rider*. It's been that way since our first issue in 1982. And we think that's pretty intense.

Perhaps that's why *Dirt Rider* magazine is the world's largest dirt bike publication. Our readers know that for the straight scoop from the guys who really know, *Dirt Rider* delivers.

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1997 Kawasaki KDX220 Completely set up for enduro competition by Cold Spring Racing. Mint cond., too many extras, inc. WER steering damper, Pacemaker, brand new set Trelle Friction Spikes. \$5600 invested, sell for \$4700. (518)663-6047, ask for Greg.

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1992 KTM EXC250 Rebuilt top & bottom, Bark Busters, steering stabilizer, extra parts. Ridden by wimpy "C" trail rider. \$1400 obo, (914)889-3141.

1992 Honda CR125 Good cond., just put \$1400 into it. Factory Connection susp., new clutch and basket, extra pipe, sprockets, brake disc. \$2200. **EVS Knee Braces**, \$200 single, \$375 for a pair. (860)379-4732.

1995 Fantic Trials 250 Very clean, demo bike, low hours, never used in competition or rocks. **1997 Honda CR250R** Low miles, set up for the woods, lots of aftermarket goodies. (609)758-8222.

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1997 Kawasaki KDX200 Less than 500 miles, exc. Cond., FMF pipe & silencer, RAD valve, extra pipe & silencer, Enduro Experts susp, NJ titled and reg. \$3000 firm. (609)861-2733.

1985 Honda XR350 CR chassis, titled, rebuilt motor, XR cartridge forks and WP shock (Eibach springs), '93 XR front wheel assy.,

Mikuni carb, K&N, Super Trapp. \$2300 obo, call Jeff, (609)625-3735.

1971 Honda SL100 All orig., down to the tires. Has a few scratches, runs okay. \$300. (609)893-4983.

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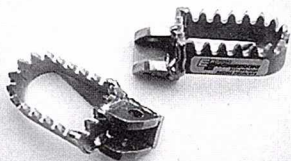
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Riding With The P3

This season I've been using the new Pacemaker 3 Enduro Computer, and I've been cleaning up! It's easy to install, easy to program, and very reliable. I like the wide display screen that lets me see three items of information at a glance; no need to scroll through several screens to see how I'm doing.

I set up my P3 with the Odo on the left, the clock on the right, and the Diff-time or plus/minus display in the center, but you can customize the display any way you want. The P3 has a super accurate odo that's easy to calibrate to the course, and with the new remote thumbswitch I can adjust it while I'm riding.

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HERTFELDER

The Winner Is....

Trying to explain the value of an enduro trophy to someone is a little like trying to explain water to a Texan.

Why would anyone pay twenty dollars trying to win a seventy five cent block of wood holding a crude casting of man sitting on a 1936 Harley?

Wolfy Kruse once showed me a piece of the most expensive kindling wood in the world. It was a short piece of branch that had cost Wolfy over five thousand dollars in travelling expenses alone! The branch, one side planed flat with a chain saw, was a Canadian Corduroy Enduro trophy neatly lettered, by an electric burning pen, **THIRD PLACE LIGHTWT A.**

Wolfy was a little sad about the whole thing, because now that he **HAD** the damn trophy, it sort of took the edge off driving all the way to Canada to win one. Must be the same feeling a fellow gets after a ten year stretch in prison. The joy he feels on release goes sour when he realizes that he now has to get up every morning and **WORK** for a living. You can bet that the rehabilitation program he just finished didn't start with an alarm clock going off before the sun came up.

Actually, Wolfy would have spent the same amount of money **REGARDLESS** of his recreational interest. Even recreational sex, which provides the basic equipment at no charge, can cost more than a good enduro bike in motel bills, candlelit dinners with **CORKED** wine bottles on really small tables, and "just a trim" haircuts.

The value of a trophy is proportional to the difficulty experienced in winning it.

A trophy won after your chain derailed twenty times during a sleet storm will stand front and center on the mantel, even if Mediumweight **IS** spelled **MEDUMWIGHT** and it was a leftover with the previous year's date covered with a strip of punch ribbon.

Just determining that you'll **GET** a trophy can take a year off your life.

Enduro clubs often use four-by-eight sheets of plywood neatly lettered with the motorcycle classes across the top, with a row of nails extending downward from each class toward a trash can at the bottom. The first rider to finish in each class has his card hung on the #1 nail, and this can be a real thrill to a new rider.

However, as better scores are posted, his card drops—one nail at a time—until it drops off into the garbage can.n.

Some riders stand right there during this process, and you can watch them die right in front of your eyes. Usually they react by sucking in a gasp as their card descends to oblivion. Other riders can't bear to watch and send runners over to check their scores; but runners often lie and the poor sod is always told he is doing worse, or better, than the scoreboard indicates.

This is the reason many third, fourth and fifth place trophies are picked up by laughing fellows who did **NOT** win them. They're laughing because they told the rider who **DID** win that he was in the garbage can and might as well go home before the ice he's stuffed in his boot melts.

One day I noticed a fellow who was in contention for a Heavyweight "**C**" award. Each time his scorecard dropped a notch he walked around Frank Soltner's trailer, where Tim Miller was sitting on the step drinking too much Andre wine and French-kissing Soltner's dog. When the "**C**" rider dropped to third place he left for his walk and punched the propane tank on Frank's trailer as he passed by. When he dropped to fourth he walked by the trailer, punched the propane tank **HARDER**, and told Miller that he didn't know diddly about French kissing dogs.

When the "**C**" rider dropped to fifth he might have had a tear in his eye because he missed the propane tank and punched a dent in the front of the trailer.

Finally, the poor guy got dropped "off the board" by a fellow who started riding

two weeks ago last Tuesday. When I put my hand on his shoulder to console him he jumped two feet in the air and came down with both fists up and cocked. Talk about **DEFENSIVE**?

Some competitors **NEVER** admit any interest in their scores, and explain they're only checking the score board every forty five seconds because they're interested in someone **ELSE'S** score.

Sure.

Many riders, when their cards drop near the garbage can zone, just pack up and drive off, but I wish I had a nickel for every one who drives off then returns in ten minutes or so to see if they're still hanging in, and not actually **IN** the can yet.

Depending on how many contestants remain to be scored, the tension for last place to be trophied is between unbearable and complete loss of bladder control. The last time I was in contention for the only award possible, **LOW SCORE FINISHER**, I asked a fellow sweatee for a cigarette—the first cigarette I needed in twenty two years..

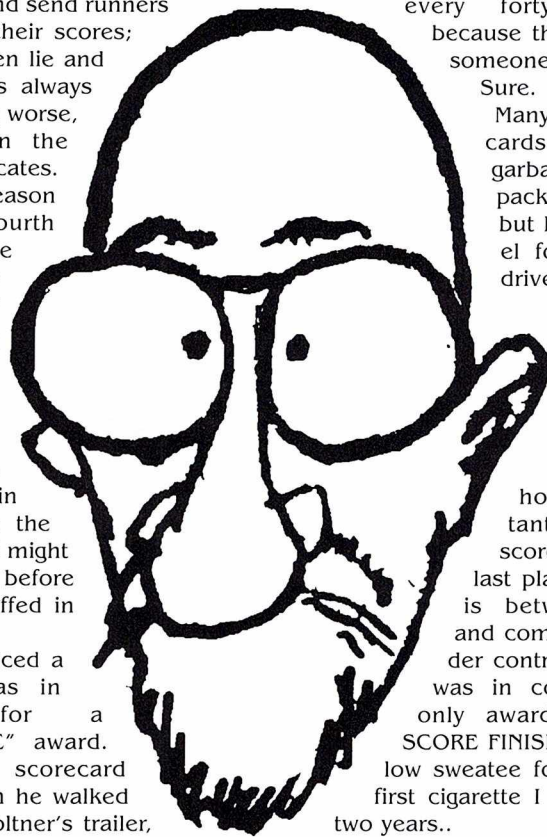
I got beat and felt bad, but not as bad as the Heavyweight "**C**" rider who went into the garbage can as the **LAST** finisher was scored. The part that hurt the worst was that they trophied to fifth place and there were only **SIX** heavyweight "**C**" riders entered.

I found myself surrounded by unhappy faces, mine included, so I looked around for a happy face.

I found one: on Soltner's dog.

— Ed Hertfelder

Ed Hertfelder is a teller of tales and writer of books, as well as author of the internationally famous Duct Tapes stories. He can be reached at 111 North Summit Dr, RR5, Cabot AR 72023.



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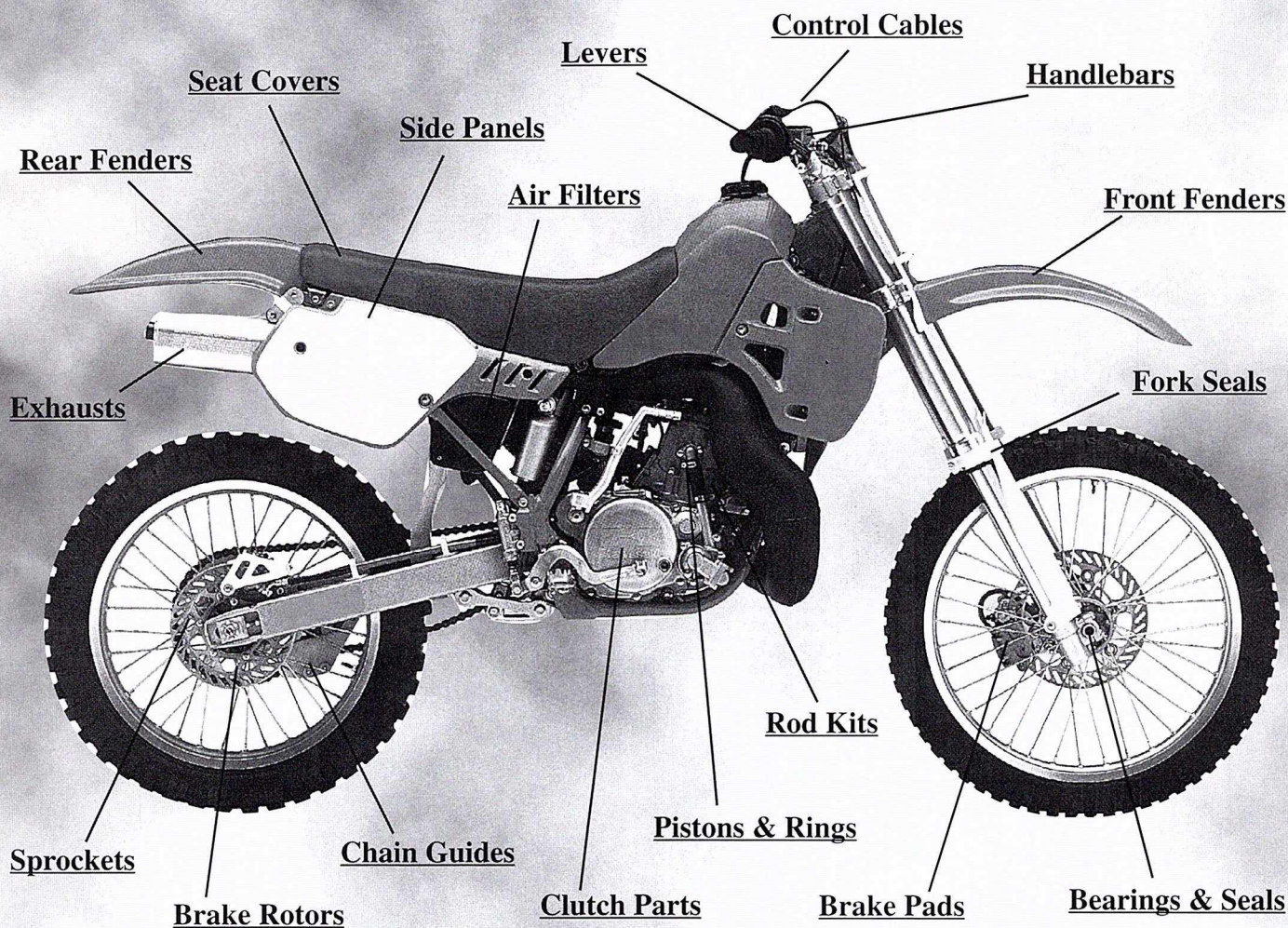
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